The Hongkong Telegraph.

(ESTABLISHED 1881.)

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$30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND „ 9,210,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [10

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $16,000,000
Silver Reserve$ 6,000,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson. | N. A. Siebs, Esq.
E. Goetz, Esq. | H. W. Slade, Esq.
C. Michelau, Esq. | C. A. Tomes, Esq.
H. Schubart, Esq. | E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | J. Scott Harston, Esq.
Chow Tung Shang, Esq. | J. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 12th May, 1903. [15

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [96c

GUARANTY TRUST COMPANY OF NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.

U.S. Gold
PAID UP CAPITAL$2,000,000
SURPLUS AND UNDIVIDED PROFITS.$5,180,000

Gold $7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, *Manager*, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED
On Current Accounts at 2% per annum.
On Fixed Deposits:
For 3 months 2½% per annum.
„ 6 „ 3½ „
„ 12 „ 4 „

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [698d

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, ...Gold $4,000,000...£ 820,000
Surplus (Reserve) Gold $4,000,000...£ 820,000

Total Gold $8,000,000...£1,640,000

Capital and Surplus authorised, Gold $10,000,000 =£2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issue Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4½ % per annum.
„ 6 „ 4 „
„ 3 „ 3 „

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 26th May, 1903. [1006

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [12

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND.....£725,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months 4 per cent.
„ „ „ 6 „ 3½ „
„ „ „ 3 „ 2½ „

T. P. COCHRANE,
Acting Manager.

Hongkong, 18th May, 1903. [11

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI.....	BENGAL G. Philipps	About 22nd October	Freight and Passage.
LONDON, &c.....	COROMANDEL G. M. Montford.....	Noon, 24th October	*See Special Advertisement.*
SINGAPORE, COLOMBO and BOMBAY (Calling at Penang if sufficient inducement offers).	JAVA S. Barcham	About 30th October	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	FORMOSA B. H. W. Snow.....	About 31st October	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 19th October, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 28th October.
PREUSSEN	WEDNESDAY, 11th November.
**HAMBURG*	WEDNESDAY, 25th November.
PRINZ HEINRICH	WEDNESDAY, 9th December.
KONIG ALBERT	WEDNESDAY, 23rd December.
**KIAUTSCHOU*	WEDNESDAY, 6th January, 1904.
SACHSEN	WEDNESDAY, 20th January, 1904.
BAYERN	WEDNESDAY, 3rd February, 1904.
GERA	WEDNESDAY, 17th February, 1904.
SEYDLITZ	WEDNESDAY, 2nd March, 1904.
PREUSSEN	WEDNESDAY, 16th March, 1904.
ROON	WEDNESDAY, 30th March, 1904.
**HAMBURG*	WEDNESDAY, 13th April, 1904.
PRINZ HEINRICH	WEDNESDAY, 27th April, 1904.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 28th day of October, 1903, at Noon, the Steamship "ROON," of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 26th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 27th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 27th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 14th October, 1903. [563c

Intimations.

TAILORING DEPARTMENT.

SPECIAL OFFER for ONE MONTH only of our Surplus Stock of Suitings at the following Exceptional Prices.

FLANNEL LOUNGE SUITS - - - - - $20-$25
TWEED AND CASHMERE SUITS - $30 —
BLUE SERGE SAC SUITS- - - - - - - $40-$45
WORSTED AND ANGOLA SUITS- - $40-$45
BLACK TWILL DRESS SUITS - - - $55 —

LANE, CRAWFORD & CO.

Hongkong, 18th September, 1903. [732c

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

SPECIALLY REDUCED SUMMER RATES.

For Particulars apply to
[810c] THE MANAGER.

MACAO HOTEL

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PICNIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.

WM. FARMER,
Proprietor and Manager.

Intimations.

"I hear they want more BOVRIL"



BY ROYAL WARRANT

Bovril— the food-beverage.

BOVRIL is food and drink combined. It is not only a delightful beverage, but a valuable nourisher and energiser as well.

Cooks find that BOVRIL doubles the value of soups, gravies, hashes, made dishes, &c.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

563c] N. INUZUKA, Manager, Hongkong.

H. PRICE & CO.

WINE MERCHANTS,
12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [952c

ESTD. 1864 — TRADE MARK

Telephone No. 75.

"FELIXIR."

THE SPIRIT OF THE AGE.
DISTILLED ONLY BY BOOTH'S DISTILLERY CO.
ABSOLUTELY PURE, SOFT, OLD, VERY DRY.
THE MUCH WRITTEN OF NEW DRINK.
MAKES AN EXCELLENT COCKTAIL.
GOES WELL WITH AQUARIUS WATER.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 16th October, 1903. [42

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS.—$4.00 to $7.00 per day. $75 to $120 per month.

JAS. D. M. CAMERON,
Manager.

Hongkong, 22nd August, 1903. [555c

MARLBOROUGH HOUSE

31, 32, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.
PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the Day or Month.

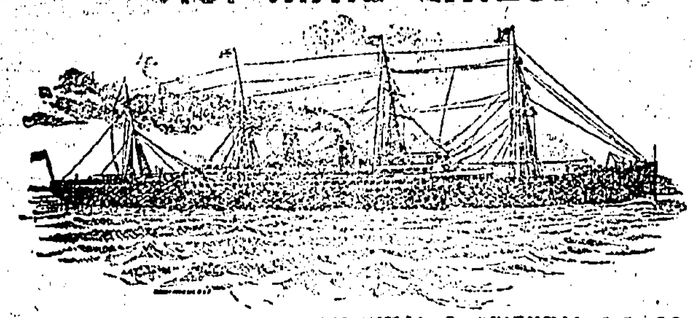
Telegraphic Address: "MARLBOROUGH." Telephone: No. 58.

MR. NAZER.

Shanghai, 6th June, 1903. [977c

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	6,307 Gross Tons	...	WEDNESDAY, 28th October, at Noon.
"CHINA"	5,000	...	FRIDAY, 6th November, at Noon.
"DORIC"	4,784	...	SATURDAY, 14th November, at Noon.
"NIPPON MARU"	6,307	...	TUESDAY, 24th November, at Noon.
"SIBERIA"	11,284	...	WEDNESDAY, 2nd December, at Noon.
"COPTIC"	4,352	...	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	6,307	...	FRIDAY, 18th December, at Noon.
"KOREA"	11,276	...	SATURDAY, 26th December, at Noon.
"GAELIC"	4,205	...	SATURDAY, 2nd January, 1904, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 28th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at $100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than $100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 20th October, 1903. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA"	6,000 Tons	...	WEDNESDAY, 21st October.
" "ATHENIAN"	3,882	...	WEDNESDAY, 4th November.
" "EMPRESS OF INDIA"	6,000	...	WEDNESDAY, 18th November.
" "EMPRESS OF JAPAN"	6,000	...	WEDNESDAY, 16th December.
" "EMPRESS OF CHINA"	6,000	...	WEDNESDAY, 13th January, 1904.
" "ATHENIAN"	3,882	...	WEDNESDAY, 27th January.
" "EMPRESS OF INDIA"	6,000	...	WEDNESDAY, 10th February.
" "TARTAR"	4,425	...	WEDNESDAY, 24th February.
" "EMPRESS OF JAPAN"	6,000	...	WEDNESDAY, 9th March.
" "EMPRESS OF CHINA"	6,000	...	WEDNESDAY, 30th March.
" "EMPRESS OF INDIA"	6,000	...	WEDNESDAY, 20th April.
" "ATHENIAN"	3,882	...	WEDNESDAY, 27th April.
" "EMPRESS OF JAPAN"	6,000	...	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS,) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, *Pedder's Street.*

Hongkong, 1st September, 1903. [2

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SAXONIA, Brehmer	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	3rd Nov.	Freight.
CANADIA, Wegner	ANTWERP and HAMBURG. (Calling at SINGAPORE).	16th Nov.	Freight and Passengers.
MARBURG, Stern	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	20th Nov.	Freight.
SUEVIA, Borck	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	1st Dec.	Freight.
ARAGONIA, Forst	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	15th Dec.	Freight.
NURNBERG, Jaburg	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	29th Dec.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 19th October, 1903. [9

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	...	Captain H. D. Jones.
" "POWAN,"	2,338 "	...	" G. F. Morrison, R.N.R.
" "FATSHAN,"	2,260 "	...	" A. W. Dixon.
" "HANKOW,"	3,073 "	...	" C. V. Lloyd.
" "KINSHAN,"	2,860 "	...	" J. J. Lobstus.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons,.....Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 P.M. } Sunday
Do. from Macao to Hongkong daily at 8 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons,.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND M. STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING,"	569 tons,	...	Captain R. D. Thomas.
" "SAINAM,"	588 "	...	" B. Branch.
" "TAK HING,"	618 "	...	" T. A. Webster.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 30th September, 1903. [357e

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

C. W. CLARK, EUROPEAN PHOTOGRAPHER, No. 4, ICE HOUSE STREET, Between Queen's Road and Des Vœux Road.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE MUTUAL STORES,

GENERAL STOREKEEPERS,
WINE AND SPIRIT MERCHANTS,
25, Des Vœux Road Central, Hongkong,
and
Shakee Street, Canton.

SOLE AGENTS FOR

"KIRIN" LAGER BEER.

PARKMORE GLENLIVET WHISKY.

Largest Importers in the Colony of
HEINZ FAMOUS PICKLES & PRESERVES.
FRESH AUSTRALIAN BUTTER.

Hongkong, 22nd September, 1903. [553e

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [17

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT,

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE

954c]

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms apply to THE MANAGER.

Hongkong, 1st November, 1902. [339c

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.
Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [573e

GO TO THE

KOWLOON HOTEL,

FRANK F. JEWELL, Manager. KOWLOON. J. W. OSBORNE, Proprietor.

THEATRE ROYAL.

CITY HALL.

on

THURSDAY, THE 22ND OCTOBER,

BOXING CONTEST

R. JONES, OF H.M.S. "AMPHITRITE,"
versus
S. NEWMAN.
Also
15-ROUND AND 8-ROUND PRELIMINARY.

Doors open 8 P.M. Commence 9 P.M.

PRICES:

STAGE..... $5,
$3, $2, and $1.

J. CHRISTIE, Promoter.

Hongkong, 17th October, 1903. [1262e

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRAORDINARY GENERAL MEETING of HUMPHREYS ESTATE AND FINANCE CO., LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at NOON, when the SUBJOINED RESOLUTIONS will be proposed, viz:—

1. "That the Capital of the Company "be increased from $1,000,000 (divided "into 100,000 shares of $10 each) to "$1,500,000 (divided into 150,000 shares "of $10 each) by the creation of 50,000 "new shares of $10 each to be offered and "if accepted to be allotted to the present "shareholders of the Company at par in "the ratio and proportion of one new "share for every two old shares in the "Company held by the respective share-"holders thereof, the amount payable on "each of such new shares respectively to "be paid at such time or times and in such "manner as the Company by its General "Managers may hereafter determine."

2. "That Article No. 82 of the Articles "of Association of the Company be can-"celled and the following Article, sub-"stituted therefor:—

"The remuneration of the General "Managers shall be $4,000 per annum "(which shall cover office rent but "not salaries of Secretary and other "employees) and a commission of 5 "per cent. of the net profits of the "Company for each year that such "profits amount to 7½ per cent. of the "Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation as SPECIAL RESOLUTIONS to a SECOND EXTRAORDINARY GENERAL MEETING which will be subsequently convened.

Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON, General Managers.

931e]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY GENERAL MEETING of MEMBERS of the above Club will be held in the CITY HALL, on SATURDAY, 31st OCTOBER instant, at 12 o'clock Noon.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 17th October, 1903. [1265e

WANTED.

FOR the SHANGHAI HORSE BAZAAR CO., LD. A COMPETENT FOREIGN ASSISTANT to take charge of the Training and Breaking-in of Horses and Ponies. Quarters provided.

Apply by Letter only stating Qualifications, to—

LANE, CRAWFORD & CO.

Hongkong, 19th October, 1903. [1267

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on THURSDAY, the 22nd October.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd October, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office, Limited.

Hongkong, 26th September, 1903. [1173e

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will take place from the Undermentioned Forts and on the dates mentioned opposite, at moving targets:—

Stonecutters' South Shore, on the 27th October, in a South-Westerly direction.
Stonecutters' West, on the 30th October, in a Westerly direction.
Lyemun (Pak-sha-wan), on the 4th November, in a South-Easterly direction clear of Futau Chau.

Practice will commence at about 8 A.M. daily, and end at about 10 A.M. daily if the range is clear.

By Command,

F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 15th October, 1903. [1270e

IT is hereby notified that, in connection with the laying of the ELECTRIC TRAMWAY, past the East End of the City Hall, on and after WEDNESDAY, the 21st instant, that Portion of JACKSON ROAD between QUEEN'S ROAD and DES VŒUX ROAD will be CLOSED to WHEELED TRAFFIC until further Notice.

W. CHATHAM, Director of Public Works.

Public Works Office, Hongkong, 17th October, 1903. [1264e

WANTED.

AN EXPERT TYPEWRITER, Remington and Hammond Machines used. Good Salary given to a well qualified Assistant.

Apply by Letter to—

"MEMO,"
C/o Messrs. KELLY & WALSH, LTD.

Hongkong, 17th October, 1903. [1266e

DEUTSCHE WEINGESELLSCHAFT. DUHR & CO., COELN.

STOCK ON HAND OF AHRBLEICHART, a red Ahr Wine at $18.50
GRAACHER, Moselle at $16.50
LAUBENHEIMER, Hock at $15.00
All per Case of 24 Quarts.
Price Reductions for Larger Orders.

GROSSMANN & CO.

Hongkong, 10th October, 1903. [1259e

Habuto Beer

PURE
DELICIOUS
REFRESHING

may now be had in Cases of
4 Doz. Quarts at $16.00
MACKWRN, FRICKEL & CO.,
DODD'S STREET, Peak.

19 September, 1903 [959e

THE CHINO-JAPANESE COMMERCIAL TREATY.

The *Japan Times* says that, according to the *Jiji*, the provisions of the new treaty are substantially as follows:—

Art. I.—Questions relating to Customs duties, supplementary Customs charges, the likin tax and consumption tax shall be determined in the same way as the treaties with other Powers.

Art. II.—Japan shall have the right of navigation between Ichang and Chungking, free from interference on the part of the Chinese.

Art. III.—Japanese vessels shall be entitled to enter any port in addition to the treaty ports, provided the fact be notified to the Customs.

Art. IV.—The regulations with regard to all enterprises carried out in co-operation between Japanese and Chinese shall be the same as those contained in the Anglo-Chinese treaty.

Art. V.—The grant of copyright to Chinese publications or the registration of trade-marks on Chinese products falsely purporting to be of Japanese origin shall not be permitted, nor shall copyright be granted to any objectionable publication, whether Japanese or Chinese.

Art. VI.—This provision relates to the Chinese currency and is the same as that in the Anglo-Chinese treaty.

Art. VII.—This provision relates to a uniform system of weights and measures in China.

Art. VIII.—The present Inland Navigation Regulations shall be revised.

Art. IX.—This provision relates to the "most favoured nation" clause.

Art. X.—Peking shall be opened to foreign trade after the withdrawal of the foreign legation guards at that place; Changsha in Hunan within six months after the exchange of ratifications of this treaty, and Mukden and Tatungkou after the exchange of ratifications.

Art. XI.—This provision relates to the revision of the existing Chinese Codes. The provision dealing with the abolition of extra-territoriality after the revision of the Codes, is the same as that contained in the Anglo-Chinese treaty.

Art. XII.—This treaty shall be made in triplicate, Japanese, English, and Chinese, the English copy to rule should dispute arise on a question of interpretation.

Art. VII.—The exchange of ratifications of this treaty shall take place at Peking within six months after the treaty shall have been signed.

CHINESE ENGINEERING AND MINING CO., LTD.

The general meeting of the shareholders of the Company was to be held in London on the 15th inst. when a dividend of 5 per cent was to be proposed for the year ending February, 1903.

The following is an abstract of the year's working:—

After allowing the sum of £8,157 for bad debts.

	£
The Profit for the year in China amounted to	113,376
The receipts in London amounted to	4,392
The Balance brought forward from last year after paying Income Tax on the dividend on the shares amounted to	3,621
Total	£121,389
Of this sum Interest on Debentures will absorb	29,162
Redemption of Debentures will take	1,667
Expenditure in Europe on account of the Company	5,957
Share of Preliminary Expenses	4,682
Directors' Fees	3,250
Total	£ 44,718
The balance left is	76,671
Of this balance it is proposed to set apart for depreciation the sum of	20,000
A Dividend at 5 per cent will absorb	50,000
Leaving to be carried forward	6,671

Intimations.

MADAM FLINT & CO.

IMPORTERS OF FRENCH

MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED during the Summer Months.

PRICES MODERATE.

CONNAUGHT HOTEL, Rooms 4 and 5.

Hongkong, 1st October, 1903. [1202e

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375lbs. net $4.75 ex Factory.
In Bags of 250lbs. net $2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 19th August, 1903. [19

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES



AVOID ALL RISK OF OUTBREAK BY ITS USE.

SWIRE, MURRAY & CO.,
Bank Buildings.

Hongkong, 9th May, 1903. [8

Intimations.

JAVA-CHINA-JAPAN LINE.
爪哇中國日本輪船公司
REGULAR STEAMSHIP LINE FROM JAVA TO CHINA AND JAPAN, AND BACK.

THE HEAD AGENCY of the above Company has been OPENED at No. 3, DUDDELL STREET.

R. BISSCHOP, General Agent.
Hongkong, 5th October, 1903. [12136

THE

ROBINSON PIANO

Co., LTD.

NOTE

ENTIRELY - - -
NEW STOCK - -
to arrive this month. Specially and most carefully chosen, direct
FROM THE FACTORIES
BY OUR
MR. ROBINSON
NOW IN EUROPE.

GREAT - - - - -
REDUCTIONS - -
in our present stock of Pianos and Musical Goods.

A quantity of old music still going, being sold very cheap. Call in and see what we have. All enquiries will be most courteously and promptly answered.

THE APOLLO - -
PIANO PLAYER -
RECITALS DAILY
Price from $450 up.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that 'the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen.'

Hongkong, 2nd September, 1901. [415c

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 19th May, 1866. [8

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.
Sole Agents—
SIEMSSEN & CO.
Hongkong, 10th January, 1903. [505d

LEVY HERMANOS

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.
30, QUEEN'S ROAD,
401 Watson's Building.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 28th November, 1902. [1209c

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL.
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 12th September, 1903. [1134e

Intimations.

WHOSE FAULT IS IT?

The world is full of disease and pain. Whose fault is it? Everybody's; therefore often the fault of the sufferers themselves. But the pressing question is,—what to do, how to relieve, how to cure. What would become of us if means were not found to destroy disease? Why, n, of the course, disease would destroy us and the world would be depopulated. Until we learn how to *prevent* disease, we must be thankful for the means of *abating and curing* it after it has seized upon us, and stands, like a savage with uplifted axe, ready to take our lives. Especially do we need some sure and speedy from of treatment for those complaints which are universal,—which arise in every country and climate, and ravage poor humanity at all seasons of the year. We allude to such ailments as Nervous and General Debility, Hysteria, Scrofula, Chronic Diarrhœa, Asthma, Throat and Lung Complaints, Blood Impurities, and the ills of women and children. For these

WAMPOLE'S PREPARATION

comes as near to being an actual specific as any medicine yet discovered. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. You may almost say that it is *life itself* embodied in a single article made by human hands. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition. It stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider ait marvellous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists here and throughout the world and A. S. Watson & Co., Limited. 5

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 26, Connaught Road Central.
Hongkong, 9th February, 1903. [20

Masonic.

VICTORIA CHAPTER,
No. 525, E.C.

A REGULAR CONVOCATION of the above CHAPTER will be held at the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 21st instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 14th October, 1903. [1255e

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISK at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [1c

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH,"
FROM GLASGOW, LIVERPOOL AND ANTWERP.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 14th October, 1903. [1256e

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP AND SINGAPORE.

THE N.D.L. Steamship

"MARBURG,"

Captain Stern, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 14th October, 1903. [1254e

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after WEDNESDAY, the 21st instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 19th October, 1903. [1256e

Consignees.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN,"
of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 21st instant, at 9.30 A.M.

All Claims must reach us before the 26th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 14th October, 1903. [653c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"NIPPON,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—

From Venice, ex s.s. *Venus* transhipped at Trieste.

From Zanzibar, ex s.s. *Cleopatra*, transhipped at Aden.

From Trieste, *ex* s.s. *Imperator* transhipped at Bombay.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, *or they will not be recognized.*

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.
Hongkong, 16th October, 1903. [1234e

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENROY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.
Hongkong, 17th October, 1903. [1263e

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.
Hongkong, 19th October, 1903. [1271e

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SEGOVIA,"

Captain Förck, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant at 3 P.M.

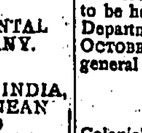
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 19th October, 1903. [1272e

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU H. Fraser	KOBE and YOKOHAMA	FRIDAY, 23rd Oct., at Daylight.
KINSHIU MARU T. Harrison	BOMBAY, VIA SINGAPORE and COLOMBO	MONDAY, 26th Oct., at 4 P.M.
BOMBAY MARU..... T. Murai	MOJI, KOBE and YOKOHAMA ...	FRIDAY, 30th Oct., at Noon.
WAKASA MARU..... J. B. MacMillan.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 31st Oct., at Daylight.
IYO MARU* C. H. Butler	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Nov., at 4 P.M.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,
Acting Manager.
Hongkong, 19th October, 1903. [5

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain G. M. Montford, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 24th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 13th October, 1903. [4

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Shawmut.....	9,606	W. M. Smith...	Nov. 14
*Olympia**.....	2,837	A. Dixon	Nov. 25
*Tacoma**.....	2,812	M. Ridley	Dec. 15
*Victoria**.....	3,502	J. Truebridge...	Dec. 19
Tremont	9,606	T. W. Garlick..	Dec. 24
Lyra†	4,417	G. V. Williams.	Jan. 21

† Cargo only.

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to
DODWELL, & CO., LIMITED,
General Agents.
Hongkong, 17th October, 1903. [874d

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hote at Separate Tables.

For Terms, &c., apply to the
MANAGER.
Hongkong, 23rd October, 1902. [1113d

Auction.

GOVERNMENT NOTIFICATION.
No. 660.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 26th day of OCTOBER, 1903, at 3 P.M., are published for general information.

By Command,
F. H. MAY,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 9th October, 1903. [1269e

Particulars and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of October, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Robinson Road in the Colony of Hongkong, for a term of 75 years with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.E. & W.	Boundary Measurements. S.	Area.		
			feet.	feet.			
2	Inland Lot No. 2704.	Robinson Road	402.9	38.6	14,924	208	4,477

Notice of Firm.

IKEJIRI-COAL.

THE PUBLIC are hereby notified that the Undersigned are the SOLE AGENTS for the above mentioned Coal in this Colony.

MIDZUSHIMA & CO.
Hongkong, 8th October, 1903. [1228e

To be Let.

TO LET.
CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Outhouses and Verandahs. Only $40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from $25 inclusive of Taxes.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 12th September, 1903. [916e

TO LET.

HOUSES in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground.

GODOWNS at BOWRINGTON, Praya East, No. 1, RIPON TERRACE in Flats.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th October, 1903. [1209e

TO LET.

OFFICES now in course of erection on CONNAUGHT ROAD (New Praya) between Blake Pier and Queen's Buildings.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 23rd September, 1903. [1112e

GODOWN TO LET.

NO. 155, PRAYA EAST, Spacious Two-storied Godown. Suitable for Yarn or Coals.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 10th July, 1903. [997e

TO LET.

TWO SPACIOUS GODOWNS—Nos. 87 and 95, PRAYA EAST.

Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 23rd February, 1903. [317e

Intimations.

WATSON'S

TOILET PREPARATIONS.

WATSON'S GLYCERINE AND CARBOLIC SOAPS

Effect a saving of 50%, owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Dog Soap is the best thing of its kind in the market.

WATSON'S TAI-YUEK FONG HAIR WASH-

Prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTIFRICE

In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 250.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
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TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. PRICE & Co.)

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. [728d

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.

Hongkong, 20th March, 1903. [355c

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies: Daily, ten cents; Weekly, twenty-five Cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 20, 1903.

BRITISH REINFORCEMENTS FOR THE CHINA STATION.

In an editorial, we commented upon the despatch, by the Admiralty, of the cruiser *Europa* to our fleet in Chinese waters, and reliable information now reaches us concerning the extra battleship, to be taken from the Mediterranean squadron, which will constitute another unit in our Far Eastern defences. The names of the battleship at present on the Mediterranean list are as follows:—The *Cæsar*, *Formidable*, *Illustrious*, *Implacable*, *Irresistable*, *Renown*, *Russel* and the *Venerable*. One of these will shortly be on her way out here and we have serious reasons for believing that the most likely two, from which choice will be made, are the *Russel* and the *Renown*. The first of these has been newly commissioned and is of the latest class, while the *Renown* is somewhat less up to date, though still a comparatively new ship. She was the flagship in the Mediterranean when Sir John Fisher was Commander-in-Chief on the Station there, and we are inclined to think that she will most probably be selected. The *Renown* was built in 1895 by Messrs. Maudsly & Co. at Pembroke, and has a displacement of 12,350 tons and is of 11,000 I.H.P. Her length is 380 feet, breadth of beam 72 feet and draught 26 ft. 9 in. Her side armour has a thickness of from 6 to 8 inches, bulkhead 6 to 10 inches and turrets 10 inches. Her armament consists of 11 10-in. 29-ton guns, 10 6-in. Q.F., 8 12-pr. do., 12 3-pr. do. and 8 machine guns. She is fitted with seven torpedo-tubes, two of which are submerged. It is interesting to note that the *Russel* was recently built by Palmer's Shipbuilding Co., of Jarrow-on-Tyne. She is supposed to be the fastest battleship in commission, having been designed to steam 19 knots; and she exceeded this speed at her official steam trials in the English Channel.

RUSSIAN TRADE AND INDUSTRY.

Reuter's announcement that a special commission under the presidency of the Tsar has been formed at St. Petersburg to consider affairs in the Far East and to discuss financial proposals and measures for the development of trade and industry, is evidently a result of the meeting of representatives of the Russian railway companies and Bourse committee which, towards the close of last year, was entrusted with the task of drawing up the tariff of rates for the direct carriage of goods between Russia and China. The most divergent views were expressed by members of the committees during a preliminary debate on the position and possibilities of Russian trade in the Far East, and several of the representatives gave it as their opinion that it was hopeless for Russia to strive against England, Germany and America on the Chinese markets without some strong artificial support such as would be given by export bounties. On the other hand, it was argued that a great demand existed for European goods in the Far East, and the considerable number of Russians living along the Manchurian Railway would constitute a natural market for Russian wares. All that was needed was to make the railway rates so low that the Russian exporter could send his goods more cheaply overland than his foreign competitors by sea, while the Manchurian railway could, moreover, assist Russian trade by providing warehouses, by granting loans and by other means. The members, however, were agreed that it was time for the country to exert herself if she intended to compete for the Far Eastern trade with the Western nations.

LOCAL AND GENERAL.

THE British cruisers *Leviathan* and *Eclipse* arrived at Fusan from Weihaiwei on the 7th inst.

WE have received the medical reports in connection with the Chinese Customs for the year ended 30th September, 1901.

If you want fresh film and good film, you can get them at LeMunyon's; *they are guaranteed.*—*Advt.*

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE port authorities at Saigon have removed the quarantine restrictions on steamers coming from Hongkong and Amoy.

THE British despatch-vessel *Alacrity* arrived from Singapore this afternoon. She left the Southern port on the 14th inst.

If you want first class developing and printing go to LeMunyon. Also strictly fresh film.—*Advt.*

THE trade of Japan, including Formosa, for the eight months ended August, shows increases of £5,151,000 in the imports, £2,706,000 in the exports, and £7,857,000 in the total trade.

M. BEAU, Governor-General of French Indo-China, returned to Saigon on the 12th instant after executing a tour of inspection, lasting for nearly three weeks, through Cochinchina, Cambodia and the Laos.

OUR French contemporaries in Tonkin state that a severe epidemic of cholera is raging in Hanoi, the capital, and the surrounding villages. Up to the present no Europeans have fallen victims to the disease.

TWENTY unemployed natives were charged at the Magistracy this morning with being rogues and vagabonds. Four of them were discharged and the remainder ordered by Mr. Sercombe Smith to be placed in the stocks for three hours.

THE Rev. Robert Hugh Benson, M.A., son of the late Dr. Benson, Archbishop of Canterbury, has been received into the Roman Catholic Church, at the Dominican Priory, Woodchester by the Rev. Father H. Reginald Buckler, O.P.

THERE is a prospect that ere long an Admiralty station will be provided in the Isle of Man. The coastguard authorities of the island have recently been required to furnish the Admiralty with full information as to Douglas and Ramsey.

A NEW work is announced from the pen of Mr. E. H. Parker, and will be issued by Messrs. Chapman under the title *China, Past and Present*. It will have a specially good map, and deals with China from the earliest times to the present day.

WITHIN a few days there have been no less than six suicides among the French soldiers in garrison at Kwanchouwan. The *Courrier de Saigon* states that General Coronnat, the Commander-in-Chief, is adverse to the retention of this new port, owing to its insanitary situation.

If you want a first class photo of yourself you can get it at LeMunyon's.—*Advt.*

THE sloop *Espiègle* arrived at Kobe on the 7th inst. after several days' fruitless search for the missing steamer *Finsbury*, which left that port on the 22nd ultimo for Yokohama and has not since been heard of. Search for the *Finsbury* will be continued by the cruiser *Sirius*, as the *Espiègle* has left for Wei hai-wei.

THE Japanese Consul at Bombay informs his Government that the Indian markets have been swamped with Japanese matches to such an extent that business in that product is at a complete standstill. The Consul advises his countrymen to form a trust for controlling the export and the price of Japanese matches.

AN engagement took place near Lucnam, in Tonking, on the 27th ultimo between a column of native militia under the orders of Inspector Guillaume, and a group of Chinese bandits armed with repeating rifles. Several of the latter were killed and wounded, and the remainder of the band escaped into the mountains.

A HOUSEBOY, employed at No. 15, Knutsford Terrace, Kowloon, was charged at the Magistracy this morning before Mr. T. Sercombe Smith, for unlawfully being found in the servants' quarters at No. 1, Canton Villas without the consent of the occupier. His Worship imposed a fine of $10 or fourteen days' hard labour.

THE statue of the late Lord Salisbury which is to be erected in Parliament-square will, it is probable, be placed in close proximity to that of the late Earl of Beaconsfield and immediately facing that of Canning on the other side of the roadway. The other similar memorials in this quarter are the statues of Peel, Palmerston, and Derby.

PRESS message from the States are evidently cheap. The following is dated, New York, October 16th:—The Prophet Elijah is expected to raid Wall street to-morrow. He has sent his courier ahead, and will lead a host of 4,000 of the faithful to charge the bears and bulls. John Alexander Dowie, who claims to be Elijah reincarnated, says that he will storm Satan in his stronghold. He expects to convert to Zionism, his religion, the majority of the devilish brokers.

WRITING on the subject of the recent prosecution for shot-reeled yarns, a Manchester correspondent says:—It seems very absurd to an outsider that any merchant in Manchester should be fined in Manchester for something which is done outside of the country altogether and done for a country which possesses no such law as the Merchandise Marks Act. How many Manchester merchants, trading with the Straits Settlements, Dutch East Indies, and the Philippines could be punished for doing identically the same thing as Mr. Manoukian, with this important difference, that those Manchester merchants are short-reeling the yarn in Manchester and shipping it from Manchester?—*L. & C. Express.*

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

WE understand that H.E. Sir H. A. Blake is leaving "Mountain Lodge" to-morrow, and will take up his residence at Government House.

ARTICLES dealing with the Chino-Japanese Commercial Treaty and the Chinese Engineering and Mining Company, Ltd., are printed on the third page.

THE French man-of-war *Pascal* has been ordered to Ningpo in consequence of the fighting between native followers of the French and English missionaries.

TWO saloon dining cars of the Wagon Lits Company will be running between Peking and Newchwang about the end of this month. They are coming out by sea.—*Ex.*

AT the invitation of Mr. P. J. Roosegaarde Bischop, head agent of the Java-China-Japan Lijn, many visitors went off to the s.s. *Tjibanas* last evening and inspected the new ship.

AN edict issued at St. Petersburg transfers the Trans-Baikal Cossack regiment and battery to Kwantung Peninsula, where the independent East Siberia Cossack Brigade is forming.

THE insurgents have established native customs and likin stations in Kwangsi wherewith to meet their expenses, and the merchants appear quite satisfied with the way they manage things.

We are still doing business at 31, Des Vœux Road. LeMunyon.—*Advt.*

VICE-ADMIRAL Sir Gerard Noel who succeeds Admiral Sir Cyprian Bridge on the China Station, is 58 years of age, and as long ago as 1873 commanded the naval guard to Lord Wolseley during the Ashantee campaign of that year, having previously obtained a first-class certificate as a gunnery-lieutenant. He became a Naval Lord just ten years since, and following on his service in the Mediterranean (when he handled the Cretan difficulty so tactfully) succeeded Sir Compton Domvile as Admiral-Superintendent of Naval Reserves in 1900.

A ST. Petersburg correspondent of the *L. & C. Express* states that two battleships, each of 16,000 tons, will be laid down shortly in the Baltic Shipbuilding Yard on the Neva. The plans of the projected vessels were prepared last year by the Technical Marine Commission, with the assistance of a Special Commission. At this moment the Pacific Squadron contains 26 torpedo boats of various types. Some of these crafts have made the voyage from the Baltic to the Far East with their own engines, and the rest were taken out in sections on shipboard and put together in the dock at Port Arthur. Moreover, all torpedo boats, built recently in various Government and private shipbuilding yards, are on their way to the Far East. Of the larger warships destined to strengthen the Pacific Squadron the *Imperator, Alexander III.* and the *Aurora* are still completing their general equipment in Cronstadt, whence they will sail about the end of this month.

ADMIRAL Marechal, who was recently removed from the command of the French Squadron in the Far East by M. Pelletan because he had refused to reprimand M. Hourst who, he considered, had merely obeyed the Minister's instructions, arrived at Marseilles by the incoming French mail. It was charged to Lieut. Hourst that he exceeded instructions in going to the protection of French residents in the region of Upper Yangtsze. A heated correspondence ensued, and Admiral Marechal was ordered to hand the squadron over to Admiral Le Do, pending the arrival of the permanent successor, Admiral Bayle. On his arrival Admiral Marechal refused to be interviewed, because he said he was unaware of the motives for his disgrace, and was simply proceeding to the Ministry of Marine to explain himself, as he had been requested to do. Before leaving the Far East Admiral Marechal received visits from the commanders of all the foreign squadrons, and Admiral Sir Cyprian Bridge made him a present of a model of a junk in silver.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

OUR COOLIE ARISTOCRATS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Will you allow me, through your columns, to bring before the notice of the public the conduct of certain private chair-coolies when carrying their employers on some of the narrower pathways of the hills, which I think could be corrected were the necessary instructions given them by their masters? On more than one occasion it has come under my observation that a couple of chairs bearing what, at first sight, appeared to be ordinary Hongkong gentlemen, travelling two abreast, met a lady who was coming down. I looked to see the chairs form into single file, so as to allow the lady to pass, but no such thing happened, and the member of the gentler sex was obliged to stand in the gutter while the chairs, with their contents, passed abreast. Doubtless, what I mistook for gentlemen were a couple of pillows being transported in chairs, but may I venture to suggest that if the coolies were instructed in the European manner of treating the fair sex, visitors would not run away with the idea that Eastern custom had superceded European courtesy out here.—I am, Yours etc,

A. VERITAS.

Hongkong, 20th October, 1903.

[We fully endorse this complaint, and have ourselves witnessed several instances of churlish behaviour on the part of private chair-coolies, whose arrogance is often co-ordinate with the gaudy livery they wear. Surely employers of this kind of labour might go to the trouble of instructing their servants in some of the elementary rules of politeness.—ED. *H.K. Telegraph.*]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, City Hall, on Tuesday, 6th October, 1903, at 3.45 p.m., Present:—Mr. E. A. Hewett (Chairman), Mr. D. R. Law (Vice-Chairman), Hon. C. W. Dickson, Messrs. C. Michelau, N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, A. G. Wood, Hon. H. E. Pollock, K.C. (ex officio) and A. R. Lowe, Secretary.

MINUTES.

The minutes of the monthly meeting held 8th ultimo were read and confirmed.

NEW MEMBER.

The Secretary reported that since the last meeting Mr. A. M. Essabhoy had been elected to membership subject to the usual confirmation by the members at the next annual general meeting.

QUARANTINE.

Read letter from Colonial Secretary dated the 15th ultimo stating that there were no quarantine regulations now existing in the port of Manila against arrivals from Hongkong.

CROWN AGENTS' SYSTEM AND THE COLOMBO CHAMBER.

Read letter dated 8th ultimo from the Colombo Chamber thanking this Chamber for the information sent them as to the working of the "Crown Agents' System" and the Public Works Department in Hongkong and also for the offer to continue the discussion of this question.

NEW CUSTOMS TARIFF FOR EUROPEAN RUSSIA.

PROPOSED NEW CUSTOMS TARIFF FOR AUSTRIA-HUNGARY.

Copies of these tariffs furnished to the Chamber by the Colonial Secretary on the 26th ultimo with a request that the Government would be glad to receive any observations thereon which the Chamber may be disposed to offer were laid on the table. It was agreed to look into the matter and send the Government the results of inquiry.

THE SUGAR CONVENTION.

Further Parliamentary papers relating to the working of the Brussels Convention forwarded by the Government were laid on the table. It was decided to appoint a Sub-Committee composed of the Chairman, Vice-Chairman, and Hon. C. W. Dickson to report as to whether it would be advisable, or not, to bring in legislation to deal with the Sugar trade of this Colony.

THE SALT TRADE OF THE COLONY.

A series of questions, relating to the salt trade and consumption in the Colony, asked Chev. Z. Volpicelli on behalf of the Austrian Government, was laid on the table and it was decided, on the suggestion of the Chairman, to leave him to discuss the matter with the applicant.

EXPLOSIVES ON BOARD STEAMERS IN THE HARBOUR.

The following correspondence was read:—

Hongkong General Chamber of Commerce,
Hongkong, 16th September, 1903.

SIR,—I have the honour to bring to your notice, for the information of His Excellency the Governor, that the obligation to fly the red flag and to lie in the dangerous goods anchorage by every steamer arriving at this port with ammunition on board in quantities, however small, has recently been under consideration by the committee of this Chamber with particular reference to the decision of the Magistrate of the Police Court in the case of the s.s. *Nordkyn*, whose master was fined $50 on the 3rd instant for failing to comply with the regulations in this respect whilst having two cases of sporting cartridges on board.

It may be known to the Government that practically every coasting steamer trading in Chinese waters carries certain quantities of ammunition in the shape of cartridges for protection against piracy and apparently the masters are liable under the Ordinance for infringing the red flag rule.

It is suggested that the maximum quantity allowed as cargo loading and discharging without their incurring the formalities required under the existing regulations might be placed at one hundred pounds of gunpowder or fixed ammunition to a quantity not exceeding twenty thousand pounds so that the aggregate powder charges do not exceed one hundred pounds.

Such small quantities may, in the opinion of my Committee be handled without any serious risk either at the wharves or amongst the general shipping in the stream, and I am instructed to inquire whether His Excellency can see his way to authorise the introduction of an amending Ordinance containing such clauses as will meet the views of the shipping interest in this direction.—I have, etc.,

A. R. LOWE,
Secretary.

The Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 22nd September, 1903.

SIR,—I am directed to acknowledge the receipt of your letter of the 16th instant regarding the conditions under which a vessel with ammunition on board may enter this harbour, and to inform you that the Government sees no sufficient reason for altering the law in the manner suggested by the Chamber.—I have, etc.,

F. H. MAY,
Colonial Secretary.

The Secretary,
Chamber of Commerce.

After some discussion it was decided to write again to the Government drawing its attention to the fact that similar regulations to those suggested with regard to minimum quantities of ammunition cargo carried by steamers were in force in the Treaty Ports of China and might with advantage be introduced in Hongkong, and also to point out that it is rather difficult to combat the reason of the Government as these had not been explained and to suggest that the alterations which the Chamber of Commerce desired might be effected by regu-

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

lations made by the Governor in Council and that an Ordinance would probably not be necessary.

THE CURRENCY QUESTION.

Read letter from the Singapore Chamber, dated 21st ultimo, expressing the thanks of that Chamber for the information furnished as to the action of the Shanghai, Tientsin, and Hongkong Chambers with regard to the memorial to the Diplomatic Body at Peking, and asking for any further particulars on the same subject which may be forthcoming.

The Secretary reported that the Chamber's letter of the 21st August was acknowledged by the Tientsin Chamber on the 15th ult. stating that the altered memorial received from Shanghai had been approved and that copies of the memorial had been forwarded to all the Ministers at Peking, also that a letter had since been sent to the Tientsin Chamber asking for a complete copy of the petition containing the names of the signatories and addresses.

A letter dated 29th ultimo from the Colonial Secretary was read enclosing a copy despatch from Mr. Chamberlain to H.E. the Governor referring to the resolutions agreed to at a recent meeting of the Delegates from the United States, China, Mexico and Great Britain regarding the monetary systems of silver-using countries and the establishment of a national currency in the Chinese Empire. The Secretary of State expressed the opinion that it seemed to be out of the question to entertain the idea of adopting a gold standard for Hongkong while China remained a silver-standard country, and he did not therefore consider that it would be expedient to appoint a commission to inquire into the subject.

The Chairman said that the correspondence had since been published by the Government and that, under the circumstances, nothing could very well be done until it was known what attitude the Chinese Government intended to take up with regard to the resolutions passed by the Delegates at the Monetary Conference, and the opinion expressed in the Joint Memorial from the Chambers of Commerce of Shanghai, Tientsin, and Hongkong, a copy of which would doubtless be forwarded by the Diplomatic Body at Peking to whom it was addressed.

IMBECILE EMIGRANTS ORDINANCE, 1903.

Mr. Pollock drew the attention of the Committee to the provisions of the new Bill now before the Legislative Council and pointed out that section 3 reading as follows:—

"3. The owner, charterer, agent, consignee and master of every ship which brings into the Colony any passenger not domiciled in the Colony who at the time of his landing is either lunatic, idiotic or imbecile, deaf, dumb, blind or infirm, or becomes so within a period of six months from the date of landing, and who becomes a charge upon the public or upon any public institution, shall be held liable to repay to the Government of the Colony all costs and charges incurred by the Colony on behalf of such passenger;"

pressed very unjustly on owners, charterers, agents, consignees and masters of ships who became liable to repay the cost to the Colony of the expenses of passengers until same died or were deported, or who within six months after landing became idiotic, deaf or even infirm. He thought such expenses should be a charge on the Colony and not on the ships. It was decided to protest against the introduction of the measure.

THE BELILIOS TERRACE ROBBERY.

The case in which Ng Muk, a carpenter of Cochrane Street, Chan Chung, carpenter, of San Hing, and Liu Ngan, of Shun Tak, have been charged, with others not in custody, with stealing jewelry, etc., of the total value of $300, and wounding and using personal violence against Ada Marie Bateman, and Fung Ng, her amah, on the 16th September, was again before Mr. Sercombe Smith this afternoon. At the outset Ng Muk, the man who was identified by the amah in the street as having taken part in the affair, was discharged as it seems he had nothing to do with the matter. The other men were remanded in custody until Friday next.

THE NEW TWIN SCREW LIGHTERS.

FOR THE N. D. L.

For some time past the Hongkong and Whampoa Dock Company have been engaged upon two twin screw lighters for the Norddeutscher Lloyd, and to-morrow the vessels will leave the slips under the names of *Hongkong* and *Patria*, respectively. Their hulls are of steel and their dimensions are as follows:—Length over all, 158 o", breadth, moulded, 29' 0", depth, moulded, 11' 0", and draught, extreme, 9' 0", while their carrying capacity is 7,500 piculs. They have two sets of vertical, triple expansion, surface condensing engines, with one cylindrical boiler with return tubes; the working pressure is 170 lbs.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Athenian*) to-morrow.
American (*Hongkong Maru*) to-morrow.
English (*Bengal*) 22nd inst.
American (*China*) 26th inst.
Canadian (*Empress of China*) 30th inst.
German (*Hamburg*) 29th inst.
Indian (*Namsang*) end prox.
American (*Nippon Maru*) 12th prox.

The C.P.R. Co.'s s.s. *Empress of India* arrived at Yokohama at 1 p.m. on 19th inst. and left again at 5 p.m. same day, for Kobe, where she is due to arrive at 6 p.m. on 20th inst.

The Imperial German Mail s.s. *Hamburg* carrying the German Mails with dates from Berlin of the 29th ult. left Colombo on Sunday, 18th, and may be expected here on 29th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuter's.)

Russia and Japan.

LONDON, 17th October.

Both Russia and Japan are buying heavy consignments of Welsh steam coal for Vladivostock, Port Arthur, Nagasaki and Yokohama, the latest deliverable in two months.

The United States Navy in the Far East.

The *New York World* states that the Navy Board has decided to place forty-nine war ships on the Asiatic Station in the event of a war between Russia and Japan. The ships have all been designated to their respective positions.

France and Italy.

18th October.

A remarkable Francophil demonstration has taken place in Rome. Fifty thousand demonstrators with flags and bands paraded the streets amid the enthusiastic cheering of immense crowds.

The King and Queen of Italy left Paris yesterday.

The British Legation at Pekin.

Reuter's Agency at Pekin wires that there has been no attempt to blow up the British Legation, but a robbery of ordnance stores was effected presumably by Chinese servants who left an electric apparatus outside the Magazine.

Russia and the Far East.

A special commission under the presidency of the Tsar has been formed at St. Petersburg to consider affairs in the Far East and to discuss financial proposals and measures for the development of trade and industry.

The Balkan Trouble.

The Bulgarian Government has decided to discharge 5,000 Reservists, and more later, if Turkey will do likewise.

CHINESE JUNK PIRATED

NEAR CANTON.

We understand that a junk which arrived here yesterday morning with a cargo of silks valued at $15,000 to be shipped to the United States was pirated nea Canton, opposite Whampoa. The junk left the interior for Canton *en route* for Hongkong on the 12th inst., and, on the 15th at the place indicated, an ancient war-junk sailed alongside of her at sunset and before the crew of the junk were aware of their proximity about ninety men jumped on board. The junk's crew was over powered and the pirates decamped with a good lot of property value about $4,000. As soon as the native Custom brokers heard of the affair, they went on board the junk to ascertain the damage done and investigate the matter. We are also informed that the captain of the junk refuses to deliver the goods to the consignees until a promise is made that thorough investigation of the case shall take place, and the matter reported to the Viceroy.

THE CRISIS IN KWANGSI.

H.E. Viceroy Tsên Ch'un-hsuen, of the Two Kwang provinces, recently sent the following telegram to the Waiwupu (Ministry of Foreign Affairs), which the *N. C. D. News* translates as follows:—"I have strongly reinforced the garrison stationed at the treaty ports of Wuchow and Lungchow and have also detailed a strong fleet of well-armed gunboats to cruise in the vicinity to prevent any meditated attacks on the said treaty ports on the part of the rebels and bandits. Wuchow and Lungchow are therefore well protected against harm and there is not the slightest necessity for the French near Lungchow to send guards there to protect their merchants and traders. I have also notified the French Consul-General to the above effect and I must request Your Excellencies to do the same towards H. E the French Minister in your Capital." Further recent dispatches from Kwangsi province confirm the report that the large majority of rebels have given in their allegiance to Viceroy Tsên, upon whose word they have a firm belief that H. E. will redress any wrongs they may have and provide all the food they may need. Being also a fellow-provincial of theirs the rebels have great faith in Viceroy Tsên that he will do them no harm. H. E., however, demands unconditional surrender and the giving up of all their arms and ammunition before he will treat with the rebels.

THE SUGGESTED STEEL WORKS

AT HONGKONG.

There must be something in the circumambient air of Hongkong which promotes in the colonist a wild speculative tendency, says *Indian Engineering*. We do not refer to the miniature Monte Carlo at Macao; but to the Utopian extravagances periodically suggested to increase the commercial importance of this granite rock which owes its value to its geographical position. We dealt some time ago with the absurd project of a bridge to Kowloon; to-day we are confronted with an equally preposterous idea of establishing steel works at Hongkong. The manufacture of steel, it seems needless to say, is perhaps the most difficult and precarious of industrial enterprises. In India with all our mineral resources and human skill, it has taken the Bengal Iron and Steel Works a quarter of a century to give a profitable return, and then, because they are run by a firm like Messrs. Martin and Co. How Hongkong can hope to succeed where Japan has failed is a mystery to us, especially in view of the cheap goods that are being poured into China from the Continent of Europe.

CRIMINAL SESSIONS.

The Sessions was continued this morning before the Chief Justice, Sir W. M. Goodman, when Yeung Shin, a coolie, was indicted for offering a bribe to Sanitary Inspector Gidley on the 29th September.

The Attorney General, instructed by the Crown Solicitor, prosecuted, and Mr. M. W. Slade, instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist), defended prisoner, who pleaded not guilty.

It was alleged that prisoner was employed in a ginger shop, and on the 29th of September he went to Sanitary Inspector Gidley's house and handed him two pots of ginger, two boxes of cigars and an envelope containing two $5 bills stating that "these are for you from my master." The Inspector asked him if his master had not made a mistake, and prisoner replied in the negative. He then took him to the police station. He knew where the man was employed, and the houses and shops in the vicinity were under his supervision. He had spoken to the occupants and the folks of the shop in question regarding the filthy condition of a lane in front and subsequently prisoner brought him the articles mentioned in the charge.

Other evidence having been given and the witnesses cross-examined by Mr. Slade, the jury found prisoner not guilty and he was discharged.

The master of the shop was then charged with offering a bribe and procuring last defendant to proffer a bribe.

He was found guilty, and in passing sentence His Lordship said, I understand your firm is a respectably conducted one and I don't think that in this case it is shown that you wished to bribe the Sanitary Inspector to do anything really bad. It is clear, however, that you wished to "influence his conduct as a public servant" to cause him to treat your shop and the lane you used with special favour. There could be no doubt in making presents of goods and money to the Sanitary Inspector let alone make him simply do his duty and act towards your shop with no more consideration than towards others in his district. But if bribes are taken the recipients richly deserve punishment, and therefore it is right that those who offer them and so tempt others to crime should be punished also. In this case bearing in mind all the circumstances I will not send you to prison, but you must pay a fine of $500 in failure of which you must be imprisoned. I understand that you are prepared to pay that fine. The jury did quite right in convicting you, but I do not regard it as a really bad case and I trust the punishment inflicted will act as a warning to others. If not, I shall have to inflict severer punishment in future.

SIR MATTHEW NATHAN.

It may be interesting to note that Sir Matthew Nathan, the new Governor of Hongkong, was, when he was appointed to the Gold Coast, the first Jew to hold a Colonial Governorship. Sir Matthew has six brothers, five of whom are in some way or other in the Government service, one, Major F. C. Nathan, R.A., being Superintendent of the Royal Gunpowder Factory at Waltham Abbey, and another, Mr. Nathaniel Nathan, a Colonial Judge. The new Governor's abilities were apparent at a very early age, for while at the Royal Military Academy at Woolwich he received the Pollock medal, awarded to the most distinguished student of his term, as well as the award for exemplary good conduct. Sir Matthew Nathan's name has been mentioned on several occasions recently in connection with the Governorship of the proposed Jewish colony in East Africa, amongst others by Mr. Zangwill, and certainly it would be hard to find one more suited to the post.—*L. & C. Express.*

CHINESE LABOUR IN SOUTH AFRICA.

At a largely-attended meeting representing trade and mining interests held at the theatre Potchefstroom the question of the importation of Asiatic labour was discussed, and the following resolution was carried by a large majority:—"That in view of the present situation brought about by the dearth of native labour, this meeting pledges itself to support the Labour Importation Association in its endeavour to secure the admission of unskilled Asiatic labour, subject to the restrictions set forth in the Association's manifesto being adopted by the Legislative Council, and with the understanding that imported Asiatics cannot become British subjects or own land." An amendment recommending that the decision on the question be postponed until the publication of the report of the Labour Commission and the establishment of responsible government was obtained, was rejected.

THE THREE ADMIRALS.

The *Glory* with Admiral Sir Cyprian Bridge is anchored off Kuala Johore, the *Fox*, flagship of Admiral Atkinson-Willes, is lying in the Roads, and the *Royal Arthur*, flagship of Admiral Fanshawe, went to the wharf to coal this morning, says the *S. F. Press* of 12th inst. The *Argonaut* is still here.

The Government yacht *Sea Mew* is understood to have acted as a pilot to the *Glory* on Sunday. The *Alacrity* took Admirals Fanshawe and Atkinson-Willes to Johore this morning, whilst the yacht returned with Major Scott, R.M.L.I., Lieut. Ricketts and Surgeon Wallis on board. The *Alacrity*, which had been away with Admiral Bridge on Friday, came back on Sunday morning and went on again this morning, and is not yet back.

THE disjointed parts of the gunboat *Samida*, for use on the Yangtsze, which had been ordered from England, arrived at Yokohama by the *Kobe Maru*, on the 6th inst, and are shortly to be sent to Shanghai where they will be fitted together.

TIENTSIN.

(*From Our Own Correspondent.*)

TIENTSIN, October 9th.

News from Peking to-day is to the effect that Russia has again tried to bluff Japan into accepting a free hand in Corea as the price of non-interference in Manchuria, and that Japan has resolutely brushed the proposal aside and refused to bargain in the matter at all. The evacuation of Manchuria is, she says, one question; her privileges in Corea another one entirely, and at present the question under discussion is Manchuria and nothing else. She therefore demands the evacuation of Manchuria, and Russia has announced her intention *not* to quit. We wait in breathless expectation the events of the next few hours. We know very well what ought in the natural sequence of events to take place, and what certainly would take place if any other country was in Russia's place. But with Russia it is hard to prophesy with any certainty at all unless it be that she will get the best of it by means of procrastination and slippery diplomacy rather than stand up and have it out in the good old fashioned way. News here is that Japan is mobilizing, but this may be merely the preparations for the impending manœuvres, or it may be indeed the preliminary of more serious work. The Japanese here are inclined to think Japan is prepared to proceed to extremes at any moment if Russia only gives her a fair chance. Very serious confabulations among the Ministers have been proceeding of late, and it is presumed Russia's attitude has been the subject of discussion. Before this reaches you, however, the outlook will probably have assumed more definite form.

I forget whether I mentioned in my last that Russia will probably get a hold on the new Board of Commerce by lending it the money wherewith to meet expenses, and as said Board combines in one most of the other Boards, why, the Russo-Chinese Bank becomes the wire-puller of a big thing. Wu Ting-fang has gone up to Peking to bring his light and learning to bear upon the work and organization of the Board. It is, however, a little uncertain what his power will really be. The latest development of the Board's undertakings is a commercial weekly newspaper to be published once a week and devoted to commercial matters not politics.

The railway from Chengto-fu to Tai Yuen-fu which is a nominal extension of the Fu Han line, but in reality a purely Russian undertaking, will be over 500 li in length, some 400 li being over fairly level country, but the last 100 li or so is right through mountainous districts and it is thought some tunnelling will have to be done. It is said that work will be begun in the 10th moon. I believe it is on the strength of this line that the British syndicate has lines in Honan.

Tientsin and Shanghai have both been experiencing acquaintance with vanishing act artists, which indicates that we are progressing and getting into line with other places. It will, in addition to making store keepers and money-lenders rather less confiding, have the effect perhaps of drawing attention to us from outside. Places which can produce swindlers to the tune of Tls. 10,000 cannot be mere mud villages on the banks of muddy streams and visitors arrive here who seem dumbfounded when they find this does not quite answer our description. Perhaps even in Hongkong we are hardly pictured as a town of magnificent buildings and spacious boulevards.

THE NAVAL CONFERENCE

AT SINGAPORE.

In the course of an article on the political situation, the *Singapore Free Press* remarks:—The somewhat mysterious movements connected with the assembling of the three Admirals have had their share in stimulating surmise. But it is very probable that the holding of the Admirals' Conference here outside harbour limits to the eastward is intended to avoid the very considerable amount of ceremonial that would have been entitled had the Admirals met in the roadstead of Singapore. The place of consultation, on board H.M.S. *Glory*, is in the Eastern Channel outside Kuala Johore and south of Pengerang Hill, but of course well inside of the Horsburg light. Generally speaking, the questions to be considered will include that of naval concentration of the squadrons of the three stations as may be hereafter required in varying political or strategical contingencies, and the nature and distribution of effective co-operation entailed in the varying conditions, supplied by alternative plans of naval campaign. Security of bases, security of Eastern trade routes in war time, and the selection of suitable points for coaling at sea or in distant anchorages will, we take it, be amongst the points to be talked over. To some extent this historical meeting may be looked upon as a rejoinder to the famous Port Arthur conference of Russian military, naval and political chiefs, culminating in the creation of the new Russian Viceroyalty. But, apart from this aspect of the conference, we have good reason to state that this meeting of Admirals is not to be considered merely a special emergency council, as rather the first of a regular routine, such meetings, we believe, being henceforth to be held annually. The advantage of this new departure in procedure will be all the greater, for the conclusions come to in deliberation will have the greatest weight with the Admiralty, as being arrived at on the spot after a consideration of all the immediate data. The "Three Admirals," with their Flag-Captains, may be considered henceforth as a standing naval general staff for the Far East and the Pacific. It will also be perfectly well understood that at a pinch, there might be a naval reinforcement of the Mediterranean squadron from the combined three squadrons whose chiefs are to-day sitting in Council, away hull down over our eastern horizon.

TRADE OF CENTRAL CHINA.

Before the British Association at Southport last month Lieut.-Col. Manifold read an important and interesting paper, in which he narrated some of the results of his explorations in China in the regions of the Upper Yangtse immediately before and after the Boxer outbreak. The first of two journeys in 1900 from Burmah to Tibetan territory occupied seven months, and the second journey in 1901-2 from Pekin back to the confines of Burmah occupied nine months. The two journeys covered nearly 6,000 miles of land and 3,000 miles of canal and river travel. The writer said China now offered the most wonderful field to the trade of any nation which would enable her to develop the marvellous resources which, from want of proper communications, she had so far been unable to take full advantage of. Under old conditions British trade was almost alone in the field, but it was only by an attentive study of the conditions which had arisen in recent years, and by being early in the new field now being opened up that we should be able to hold our own in

THE STRUGGLE FOR TRADE SUPREMACY.

The starting place of his first journey was Bhamo, a frontier garrison town on the borders of Burmah and China, having a mixed population of Burmese, Chinese Shans, and frontier tribesmen. A large trade is carried on from here, and it is the starting point from which immense transport trains of coolies and mules carry Indian yarn into China. The road followed was the trade route to Tengyuen. Proposals had been made to connect the two places by rail, a distance of 130 miles; and though from the nature of the country it would not be feasible to carry the line further, it would, if made properly, pay its way, and increase our trade and influence in the province of Yunnan. A French company has now a concession to construct a line of railway from their frontier in Tongking to Yunnan-Fu, beyond which they hoped in time to carry it to the upper Yangtse and so divert the trade of these regions to their own

PORT OF HANOI.

The French Company had the advantage of a guarantee from their own Government. Since the extension of French authority over Tongking little of British trade entered it. Col. Manifold found that the Chinese in this district were well posted in South African affairs, and in his opinion the reported successes of the undrilled Boer forces had a tremendous effect in causing the Chinese to believe in the possibilities of the Boxer movement, for they began to think it was only necessary to place modern rifles in the hands of the Boxer patriots to attain similar results. Yunnan is rich in minerals, to work which only primitive means are used, and the energy of the population is sapped by the abuse of opium. The opium ravages in men, women, and children were deplorable. Two months were spent in the upper Yangtse province of Su-chuen, where the party learnt that Captain Watts Jones, R.E., an intrepid explorer, had been treacherously seized and beheaded. The party followed

THE GREAT TEA ROUTE

between Tibet and China. Every day the little party passed hundreds of coolies with bales of the coarse tea, refuse which China dumps into Tibet. The packages were made up into bundles, each weighing about 16lbs., and piled one above another from the level of a man's hips till the top one towers above his head, finished off by a projecting board affording shelter from the rain, so that each coolie had the appearance of a moving sentry box. One man would often carry 300lbs. weight day after day ascending spurs of 7000 feet until To-chou-hu was reached, when the load was transferred to the backs of yaks. This tea was of the worst description, composed of sticks, twing, and adulterated with the leaves of other trees. There was, however, such a demand for this sort of tea in Tibet that millions of pound weight were imported from Western China. If free commercial relations could be established with Tibet Colonel Manifold thought that our Indian tea industry, from its proximity, and with the

BETTER AND CHEAPER TEA

that it could supply, would capture this great market. The trade from China now is a monopoly in the hands of the Lamas—the temporal as well as the spiritual rulers of Tibet. The author traced on a map the route of the line which is to run from Pekin to the Yangtse Valley at Hankow, a distance of 730 miles. This was no paper concession, the materials for its construction were coming from France and Belgium, and all the larger buildings were sub-contracted to Italians. At Hankow this line would connect with one from Canton now under construction, and according to the terms of the concession the road must be built by American firms, the materials used to come from the United States, but most of the shares were said to have passed into the hands of Belgian syndicates. On this great line British enterprise and manufactures were not likely to have much of a chance; but, coming to the Yellow Valley, the eyes of the party were gladdened by some signs of

BRITISH COMMERCIAL ACTIVITY.

Colonel Manifold, however, showed that at many important points during his journeys there were signs of French, Belgian, Russian, and American railway constructional activity, and that their respective undertakings were fostered and helped by their respective Governments. In the Yangtse Valley, usually regarded as our sphere, there were no corresponding British undertakings. It behoved British enterprise to show that it was not content to leave the development of this country entirely to trade rivals, but that it was prepared to develop the resource of this great and fertile area in the interests of our trade and manufactures. Unless we began at once, no fine-sounding phrase about our special sphere would give us any moral, nor would Continental nations allow that it gave us any material right to share in the trade and wealth of these regions. Railway development would bring out the latent wealth of the hundreds of millions of the Chinese population, and the British public must wake up in time or the opportunities of opening fresh markets in China would be missed.

COMMERCIAL.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	1/10 9/16
" Bank Bills, on demand	1/10
" Credits, 4 months' sight	1/11
" D'ments 4 months' sight	1/11
ON BERLIN, (demand)	M. 1.92½
ON PARIS, Bank Bills, on demand	2.36½
" Credits, 4 months' sight	2.40
ON NEW-YORK, Bank Bills, on demand	45⅞
" Credits, 30 days' sight	46⅛
ON BOMBAY, Telegraphic Transfer	140½
" On demand	141
ON SHANGHAI, Telegraphic Transfer	71½
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	91½
Sovereigns, Bank's Buying Rate	$10.64
Gold Leaf 100 touch, per tael	56.40
Bar Silver	28½

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
MALWA NEW	@ 890/910
" LAST YEAR	@ 960/1,000
" OLDEST	@ 1,050/1,080
PATNA NEW	@ 1,100
BENARES NEW	@ 1,100
PERSIAN (PAPER)	@ 760/850

To-day's Advertisements.

NOTICE TO PASSENGERS.

PENINSULAR AND ORIENTAL S. N. CO.

PASSAGE TO EUROPE.

INTENDING Passengers are requested to note that from this date Passage Money to and from Europe commencing Homewards with the s.s. *Coromandel*, leaving Shanghai on the 12th January next and Hongkong on the 16th January, and Outwards by Mail Steamers leaving London on and after the 1st January, 1904, will be charged at the following Rates, payable in local currency at current sight Bank rate of exchange on day of payment:—

To MARSEILLES, £61 First Saloon, and £42 Second Saloon.

To LONDON, £65 First Saloon, and £44 Second Saloon.

Return tickets at a fare and a half of the above rates.

E. A. HEWETT,
Superintendent,
P. & O. S. N. Co
Hongkong, 20th October, 1903. [1274c

MESSAGERIES MARITIMES.

PASSAGE TO EUROPE.

INTENDING Passengers are requested to note that from this date Passage Money to Europe commencing with the steamer leaving Hongkong on the 12th January, 1904, will be charged at the following Rates, payable in local currency at current sight Bank rate of exchange on day of payment:—

To MARSEILLES, £61 First Saloon, and £42 Second Saloon.

To LONDON, £65 First Saloon, and £44 Second Saloon.

Return tickets at a fare and a half of the above rates.

G. DE CHAMPEAUX,
Agent,
Messageries Maritimes.
Hongkong, 20th October, 1903. [1275e

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD.
HAMBURG-AMERIKA LINIE.

PASSAGE TO EUROPE.

INTENDING Passengers are requested to note that from this date, commencing with the s.s. "SACHSEN" Voyage 281 on the 9th January from Yokohama, leaving Hongkong on the 20th January, Passage Money to Europe will be charged at the following Rates, payable in local currency at current sight Bank rate of exchange on day of payment:—

To NAPLES or GENOA £61 First Saloon.
" " " £42 Second Saloon.
To ANTWERP, SOUTHAMPTON, BREMEN or HAMBURG £65 First Saloon.
To ANTWERP, SOUTHAMPTON, BREMEN or HAMBURG £44 Second Saloon.

Return tickets at a fare and a half of the above rates.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.
Hongkong, 20th October, 1903. [1276c

EXCURSION TO MACAO.

GRAND PROCESSION.

THE Fast Steamer

"TAI ON,"

will make a Special Excursion Trip to Macao on SUNDAY, the 25th October, leaving Hongkong at 9 A.M., from the Tung Yick Wharf (beyond the Canton Wharf), and returning from Macao at 8 P.M.

The Amateur String Band will play a few selections during the Trip.

Return Fare $1.00

Tickets to be had on board or at Messrs. RITCHIE & CO., 39 Des Voeux Road

Hongkong, 20th October, 1903. [1277c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILOONG,"

Captain Evans, will be despatched for the above Port, on THURSDAY, the 22nd instant, at Daylight.

For Freight or Passage apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.
Hongkong, 20th October, 1903. [1278c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG,"

Captain S. J. Payne, will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M.

For Freight, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 20th October, 1903. [1261c

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SUEVIA,"

Captain Borck, will be despatched for the above Ports, on FRIDAY, the 30th instant, at Noon.

For Freight apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 20th October, 1903. [1279c

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above on TUESDAY, the 27th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 20th October, 1903. [1273

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Medoc* and *Sidon*, and from Havre ex s.s. *Sidon*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 20th instant, requesting it to be landed here.

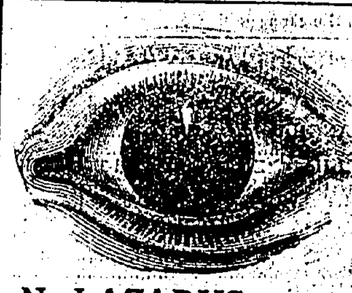
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 27th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th instant, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 20th October, 1903 [1004c



N. LAZARUS,
OPHTHALMIC OPTICIAN
OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.

Spectacles and Eyeglasses in all styles and metals.

Consulting Room:

No. 16, Queen's Road Central,

Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN,
Manager.
Hongkong, 23rd June, 1903. [6e



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
and
H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and Retailed by the Trade generally. JANE CRAWFORD'S Old Queen's Road Central. [64e

TELEGRAMS.

(*Reuter's.*)

Russia and Japan.

LONDON, 17th October.

Both Russia and Japan are buying heavy consignments of Welsh steam coal for Vladivostock, Port Arthur, Nagasaki and Yokohama, the latest deliverable in two months.

The United States Navy in the Far East.

The *New York World* states that the Navy Board has decided to place forty-nine war ships on the Asiatic Station in the event of a war between Russia and Japan. The ships have all been designated to their respective positions.

France and Italy.

18th October.

A remarkable Francophil demonstration has taken place in Rome. Fifty thousand demonstrators with flags and bands paraded the streets amid the enthusiastic cheering of immense crowds.

The King and Queen of Italy left Paris yesterday.

The British Legation at Pekin.

Reuter's Agency at Pekin wires that there has been no attempt to blow up the British Legation, but a robbery of ordnance stores was effected presumably by Chinese servants who left an electric apparatus outside the Magazine.

Russia and the Far East.

A special commission under the presidency of the Tsar has been formed at St. Petersburg to consider affairs in the Far East and to discuss financial proposals and measures for the development of trade and industry.

The Balkan Trouble.

The Bulgarian Government has decided to discharge 5,000 Reservists, and more later, if Turkey will do likewise.

CHINESE JUNK PIRATED

NEAR CANTON.

We understand that a junk which arrived here yesterday morning with a cargo of silks valued at $15,00 to be shipped to the United States was pirated near Canton, opposite Whampoa. The junk left the interior for Canton *en route* for Hongkong on the 12th inst., and, on the 15th at the place indicated, an ancient war-junk sailed alongside of her at sunset and before the crew of the junk were aware of their proximity about ninety men jumped on board. The junk's crew was over powered and the pirates decamped with a good lot of property value about $4,000. As soon as the native Custom brokers heard of the affair, they went on board the junk to ascertain the damage done and investigate the matter. We are also informed that the captain of the junk refuses to deliver the goods to the consignees until a promise is made that thorough investigation of the case shall take place, and the matter reported to the Viceroy.

THE CRISIS IN KWANGSI.

H.E. Viceroy Tsên Ch'un-hsuen, of the Two Kwang provinces, recently sent the following telegram to the Waiwupu (Ministry of Foreign Affairs), which the *N. C. D. News* translates as follows:—"I have strongly reinforced the garrison stationed at the treaty ports of Wuchow and Lungchow and have also detailed a strong fleet of well-armed gunboats to cruise in the vicinity to prevent any meditated attacks on the said treaty ports on the part of the rebels and bandits. Wuchow and Lungchow are therefore well protected against harm and there is not the slightest necessity for the French near Lungchow to send guards there to protect their merchants and traders. I have also notified the French Consul-General to the above effect and I must request Your Excellencies to do the same towards H. E. the French Minister in your Capital." Further recent dispatches from Kwangsi province confirm the report that the large majority of rebels have given in their allegiance to Viceroy Tsên, upon whose word they have a firm belief that H. E. will redress any wrongs they may have and provide all the food they may need. Being also a fellow-provincial of theirs the rebels have great faith in Viceroy Tsên that he will do them no harm. H. E., however, demands unconditional surrender and the giving up of all their arms and ammunition before he will treat with the rebels.

THE SUGGESTED STEEL WORKS

AT HONGKONG.

There must be something in the circumambient air of Hongkong which promotes in the colonist a wild speculative tendency, says *Indian Engineering*. We do not refer to the miniature Monte Carlo at Macao; but to the Utopian extravagances periodically suggested to increase the commercial importance of this granite rock which owes its value to its geographical position. We dealt some time ago with the absurd project of a bridge to Kowloon; to-day we are confronted with an equally preposterous idea of establishing steel works at Hongkong. The manufacture of steel, it seems needless to say, is perhaps the most difficult and precarious of industrial enterprises. In India with all our mineral resources and human skill, it has taken the Bengal Iron and Steel Works a quarter of a century to give a profitable return, and then because they are run by a firm like Messrs. Martin and Co. How Hongkong can hope to succeed where Japan has failed is a mystery to us; especially in view of the cheap goods that are being poured into China from the Continent of Europe.

CRIMINAL SESSIONS.

The Sessions was continued this morning before the Chief Justice, Sir W. M. Goodman, when Yeung Shin, a coolie, was indicted for offering a bribe to Sanitary Inspector Gidley on the 29th September.

The Attorney General, instructed by the Crown Solicitor, prosecuted, and Mr. M. W. Slade, instructed by Mr C. E. H. Beavis (of Messrs. Wilkinson and Grist), defended prisoner, who pleaded not guilty.

It was alleged that prisoner was employed in a ginger shop, and on the 29th of September, he went to Sanitary Inspector Gidley's house and handed him two pots of ginger, two boxes of cigars and an envelope containing two $5 bills stating that "these are for you from my master." The Inspector asked him if his master had not made a mistake, and prisoner replied in the negative. He then took him to the police station. He knew where the man was employed, and the houses and shops in the vicinity were under his supervision. He had spoken to the occupants and the fokis of the shop in question regarding the filthy condition of a lane in front and subsequently prisoner brought him the articles mentioned in the charge.

Other evidence having been given and the witnesses cross-examined by Mr. Slade, the jury found prisoner not guilty and he was discharged.

The master of the shop was then charged with offering a bribe and procuring last defendant to proffer a bribe.

He was found guilty, and in passing sentence His Lordship said, I understand your firm is a respectably conducted one and I don't think that in this case it is shown that you wished to bribe the Sanitary Inspector to do anything really bad. It is clear, however, that you wished to "influence his conduct as a public servant" to cause him to treat your shop and the lane you used with special favour. There could be no doubt in making presents of goods and money to the Sanitary Inspector let make him simply do his duty and act towards your shop with no more consideration than towards others in his district. But if bribes are taken the recipients richly deserve punishment, and therefore it is right that those who offer them and so tempt others to crime should be punished also. In this case bearing in mind all the circumstances I will not send you to prison, but you must pay a fine of $500 in failure of which you must be imprisoned. I understand that you are prepared to pay that fine. The jury did quite right in convicting you, but I do not regard it as a really bad case and I trust the punishment inflicted will act as a warning to others. If not, I shall have to inflict severer punishment in future.

SIR MATTHEW NATHAN.

It may be interesting to note that Sir Matthew Nathan, the new Governor of Hongkong, was, when he was appointed to the Gold Coast, the first Jew to hold a Colonial Governorship. Sir Matthew has six brothers, five of whom are in some way or other in the Government service, one, Major F. C. Nathan, R.A., being Superintendent of the Royal Gunpowder Factory at Waltham Abbey, and another, Mr. Nathaniel Nathan, a Colonial Judge. The new Governor's abilities were apparent at a very early age, for while at the Royal Military Academy at Woolwich he received the Pollock medal, awarded to the most distinguished student of his term, as well as the award for exemplary good conduct. Sir Matthew Nathan's name has been mentioned on several occasions recently in connection with the Governorship of the proposed Jewish colony in East Africa, amongst others by Mr. Zangwill, and certainly it would be hard to find one more suited to the post.—*L. & C. Express.*

CHINESE LABOUR IN SOUTH AFRICA.

At a largely-attended meeting representing trade and mining interests held at the theatre Potchefstroom the question of the importation of Asiatic labour was discussed, and the following resolution was carried by a large majority:—"That in view of the present situation brought about by the dearth of native labour, this meeting pledges itself to support the Labour Importation Association in its endeavour to secure the admission of unskilled Asiatic labour, subject to the restrictions set forth in the Association's manifesto being adopted by the Legislative Council, and with the understanding that imported Asiatics cannot become British subjects or own land." An amendment recommending that the decision on the question be postponed until the publication of the report of the Labour Commission and the establishment of responsible government was obtained, was rejected.

THE THREE ADMIRALS.

The *Glory* with Admiral Sir Cyprian Bridge is anchored off Kuala Johore, the *Fox*, flagship of Admiral Atkinson-Willes, is lying in the *Roads*, and the *Royal Arthur*, flagship of Admiral Fanshawe, went to the wharf to coal this morning, says the *S. F. Press* of 12th inst. The *Argonaut* is still here.

The Government yacht *Sea Mew* is understood to have acted as a pilot to the *Glory* on Sunday. The *Alacrity* took Admirals Fanshawe and Atkinson-Willes to Johore this morning, whilst the yacht returned with Major Scott, R.M.L.I., Lieut. Ricketts and Surgeon Wallis on board. The *Alacrity*, which had been away with Admiral Bridge on Friday, came back on Sunday morning and went out again this morning, and is not yet back.

THE disjointed parts of the gunboat *Samida*, for use on the Yangtsze, which had been ordered from England, arrived at Yokohama by the *Kobe Maru* on the 5th inst., and are shortly to be sent to Shanghai where they will be fitted together.

TIENTSIN.

(*From Our Own Correspondent.*)

TIENTSIN, October 9th.

News from Peking to-day is to the effect that Russia has again tried to bluff Japan into accepting a free hand in Corea as the price of non-interference in Manchuria, and that Japan has resolutely brushed the proposal aside and refused to bargain in the matter at all. The evacuation of Manchuria is, she says, one question; her privileges in Corea another one entirely, and at present the question under discussion is Manchuria and nothing else. She therefore demands the evacuation of Manchuria, and Russia has announced her intention *not* to quit. We wait in breathless expectation the events of the next few hours. We know very well what ought in the natural sequence of events to take place, and what certainly would take place if any other country was in Russia's place. But, with Russia it is hard to prophesy with any certainty at all unless it be that she will get the best of it by means of procrastination and slippery diplomacy rather than stand up and have it out in the good old fashioned way. News here is that Japan is mobilizing, but this may be merely the preparations for the impending manœuvres, or it may be indeed the preliminary of more serious work. The Japanese here are inclined to think Japan is prepared to proceed to extremes at any moment if Russia only gives her a fair chance. Very serious confabulations among the Ministers have been proceeding of late, and it is presumed Russia's attitude has been the subject of discussion. Before this reaches you, however, the outlook will probably have assumed more definite form.

I forget whether I mentioned in my last that Russia will probably get a hold on the new Board of Commerce by lending it the money wherewith to meet expenses, and as said Board combines in one most of the other Boards, why, the Russo-Chinese Bank becomes the wire-puller of a big thing. Wu Ting-fang has gone up to Peking to bring his light and learning to bear upon the work and organization of the Board. It is, however, a little uncertain what his power will really be. The latest development of the Board's undertakings is a commercial weekly newspaper to be published once a week and devoted to commercial matters not politics.

The railway from Chengto-fu to Tai Yuen-fu which is a nominal extension of the Fu Han line, but in reality a purely Russian undertaking, will be over 500 li in length, some 400 li being over fairly level country, but the last 100 li or so is right through mountainous districts and it is thought some tunnelling will have to be done. It is said that work will be begun in the 10th moon. I believe it is on the strength of this line that the British syndicate has lines in Honan.

Tientsin and Shanghai have both been experiencing acquaintance with vanishing act artists, which indicates that we are progressing and getting into line with other places. It will, in addition to making store keepers and money lenders rather less confiding, have the effect perhaps of drawing attention to us from outside. Places which can produce swindlers to the tune of Tls. 10,000 cannot be mere mud villages on the banks of muddy streams and visitors arrive here who seem dumbfounded when they find this does not quite answer our description. Perhaps even in Hongkong we are hardly pictured as a town of magnificent buildings and spacious boulevards.

THE NAVAL CONFERENCE

AT SINGAPORE.

In the course of an article on the political situation, the *Singapore Free Press* remarks:—The somewhat mysterious movements connected with the assembling of the three Admirals have had their share in stimulating surmise. But it is very probable that the holding of the Admirals' Conference here outside harbour limits to the eastward is intended to avoid the very considerable amount of ceremonial that would have been entitled had the Admirals met in the roadstead of Singapore. The place of consultation, on board H.M.S. *Glory*, is in the Eastern Channel outside Kuala Johore and south of Pengerang Hill, but of course well inside of the Horsburg light. Generally speaking, the questions to be considered will include that of naval concentration of the squadrons of the three stations as may be hereafter required in varying political or strategical contingencies, and the nature and distribution of effective co-operation entailed in the varying conditions, supplied by alternative plans of naval campaign. Security of bases, security of Eastern trade routes in war time, and the selection of suitable points for coaling at sea or in distant anchorages will, we take it, be amongst the points to be talked over. To some extent this historical meeting may be looked upon as a rejoinder to the famous Port Arthur conference of Russian military, naval and political chiefs, culminating in the creation of the new Russian Viceroyalty. But, apart from this aspect of the conference, we have good reason to state that this meeting of Admirals is not to be considered merely a special emergency council, as rather the first of a regular routine, such meetings, we believe, being henceforth to be held annually. The advantage of this new departure in procedure will be all the greater, for the conclusions come to in deliberation will have the greatest weight with the Admiralty, as being arrived at on the spot after a consideration of all the immediate data. The "Three Admirals," with their Flag-Captains, may be considered henceforth as a standing naval general staff for the Far East and the Pacific. It will also be perfectly well understood that, at a pinch, there might be a naval reinforcement of the Mediterranean squadron from the combined three squadrons whose chiefs are to-day sitting in Council, away hull down over our eastern horizon.

TRADE OF CENTRAL CHINA.

Before the British Association at Southport last month Lieut.-Col. Manifold read an important and interesting paper, in which he narrated some of the results of his explorations in China in the regions of the Upper Yangtse immediately before and after the Boxer outbreak. The first of two journeys in 1900 from Burmah to Tibetan territory occupied seven months, and the second journey in 1901-2 from Pekin back to the confines of Burmah occupied nine months. The two journeys covered nearly 6,000 miles of land and 3,000 miles of canal and river travel. The writer said China now offered the most wonderful field to the trade of any nation which would enable her to develop the marvellous resources which, from want of proper communications, she had so far been unable to take full advantage of. Under old conditions British trade was almost alone in the field, but it was only by an attentive study of the conditions which had arisen in recent years, and by being early in the new field now being opened up that we should be able to hold our own in

THE STRUGGLE FOR TRADE SUPREMACY.

The starting place of his first journey was Bhamo, a frontier garrison town on the borders of Burmah and China, having a mixed population of Burmese, Chinese Shans, and frontier tribesmen. A large trade is carried on from here, and it is the starting point from which immense transport trains of coolies and mules carry Indian yarn into China. The road followed was the trade route to Tengyuen. Proposals had been made to connect the two places by rail, a distance of 130 miles; and though from the nature of the country it would not be feasible to carry the line further, it would, if made properly, pay its way, and increase our trade and influence in the province of Yunnan. A French company has now a concession to construct a line of railway from their frontier in Tongking to Yunnan-Fu, beyond which they hoped in time to carry it to the upper Yangtse and so divert the trade of these regions to their own

PORT OF HANOI.

The French Company had the advantage of a guarantee from their own Government. Since the extension of French authority over Tongking little of British trade entered it. Col. Manifold found that the Chinese in this district were well posted in South African affairs, and in his opinion the reported successes of the undrilled Boer forces had a tremendous effect in causing the Chinese to believe in the possibilities of the Boxer movement, for they began to think it was only necessary to place modern rifles in the hands of the Boxer patriots to attain similar results. Yunnan is rich in minerals, to work which only primitive means are used, and the energy of the population is sapped by the abuse of opium. The opium ravages in men, women, and children were deplorable. Two months were spent in the upper Yangtse province of Su-chuen, where the party learnt that Captain Watts Jones, R.E., an intrepid explorer, had been treacherously seized and beheaded The party followed

THE GREAT TEA ROUTE

between Tibet and China. Every day the little party passed hundreds of coolies with bales of the coarse tea, refuse which China dumps into Tibet. The packages were made up into bundles, each weighing about 16lbs., and piled one above another from the level of a man's hips till the top one towers above his head, finished off by a projecting board affording shelter from the rain, so that each coolie had the appearance of a moving sentry box. One man would often carry 300lbs. weight day after day ascending spurs of 7000 feet until To-chou-hu was reached, when the load was transferred to the backs of yaks. This tea was of the worst description, composed of sticks, twing, and adulterated with the leaves of other trees. There was, however, such a demand for this sort of tea in Tibet that millions of pound weight were imported from Western China. If free commercial relations could be established with Tibet Colonel Manifold thought that our Indian tea industry, from its proximity, and with the

BETTER AND CHEAPER TEA

that it could supply, would capture this great market. The trade from China now is a monopoly in the hands of the Lamas—the temporal as well as the spiritual rulers of Tibet. The author traced on a map the route of the line which is to run from Pekin to the Yangtse Valley at Hankow, a distance of 720 miles. This was no paper concession, the materials for its construction were coming from France and Belgium, and all the larger buildings were sub-contracted to Italians. At Hankow this line would connect with one from Canton now under construction, and according to the terms of the concession the road must be built by American firms, the materials used to come from the United States, but most of the shares were said to have passed into the hands of Belgian syndicates. On this great line British enterprise and manufactures were not likely to have much of a chance; but, coming to the Yellow Valley, the eyes of the party were gladdened by some signs of

BRITISH COMMERCIAL ACTIVITY.

Colonel Manifold, however, showed that at many important points during his journeys there were signs of French, Belgian, Russian, and American railway constructional activity, and that their respective undertakings were fostered and helped by their respective Governments. In the Yangtse Valley, usually regarded as our sphere, there were no corresponding British undertakings. It behoved British enterprise to show that it was not content to leave the development of this country entirely to trade rivals, but that it was prepared to develop the resource of this great and fertile area in the interests of our trade and manufactures. Unless we began at once, no fine-sounding phrase about our special sphere would give us any moral, nor would Continental nations allow that it gave us any material right to share in the trade and wealth of these regions. Railway development would bring out the latent wealth of the hundreds of millions of the Chinese population, and the British public must wake up in time or the opportunities of opening fresh markets in China would be missed.

COMMERCIAL.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	1/10 9/16
" Bank Bills, on demand	1/10⅝
" Credits, 4 months' sight	1/11
" D'ments 4 months' sight	1/11⅛
ON BERLIN, (demand)	M. 1.92½
ON PARIS, Bank Bills, on demand	2.36½
" Credits, 4 months' sight	2.40
ON NEW YORK, Bank Bills, on demand	45⅞
" Credits, 30 days' sight	46⅛
ON BOMBAY, Telegraphic Transfer	140½
" On demand	141
ON SHANGHAI, Telegraphic Transfer	71⅞
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	91½
Sovereigns, Bank's Buying Rate	$10.61
Gold Leaf 100 touch, per tael	56.40
Bar Silver	28⅛

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

		Per chest
MALWA NEW	@	890/910
" LAST YEAR	@	960/1,000
" OLDEST	@	1,050/1,080
PATNA NEW	@	1,100
BENARES NEW	@	1,100
PERSIAN (PAPER)	@	760/850

To-day's Advertisements.

NOTICE TO PASSENGERS.

PENINSULAR AND ORIENTAL S. N. CO.

PASSAGE TO EUROPE.

INTENDING Passengers are requested to note that from this date Passage Money to and from Europe commencing Homewards with the s.s. *Coromandel*, leaving Shanghai on the 12th January next and Hongkong on the 16th January, and Outwards by Mail Steamers leaving London on and after the 1st January, 1904, will be charged at the following Rates, payable in local currency at current sight Bank rate of exchange on day of payment:—

To MARSEILLES, £61 First Saloon, and £42 Second Saloon.

To LONDON, £65 First Saloon, and £44 Second Saloon.

Return tickets at a fare and a half of the above rates.

E. A. HEWETT,
Superintendent,
P. & O. S. N. Co

Hongkong, 20th October, 1903. [1274c

MESSAGERIES MARITIMES.

PASSAGE TO EUROPE.

INTENDING Passengers are requested to note that from this date Passage Money to Europe commencing with the steamer leaving Hongkong on the 12th January, 1904, will be charged at the following Rates, payable in local currency at current sight Bank rate of exchange on day of payment:—

To MARSEILLES, £61 First Saloon, and £42 Second Saloon.

To LONDON, £65 First Saloon, and £44 Second Saloon.

Return tickets at a fare and a half of the above rates.

G. DE CHAMPEAUX,
Agent,
Messageries Maritimes.

Hongkong, 20th October, 1903. [1275c

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD.
HAMBURG-AMERIKA LINIE.

PASSAGE TO EUROPE.

INTENDING Passengers are requested to note that from this date, commencing with the s.s. "SACHSEN" Voyage 281 on the 9th January from Yokohama, leaving Hongkong on the 20th January, Passage Money to Europe will be charged at the following Rates, payable in local currency at current sight Bank rate of exchange on day of payment:—

To NAPLES or GENOA £61 First Saloon.
" " £42 Second Saloon.
To ANTWERP, SOUTHAMPTON, BREMEN or HAMBURG £65 First Saloon.
To ANTWERP, SOUTHAMPTON, BREMEN or HAMBURG £44 Second Saloon.

Return tickets at a fare and a half of the above rates.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 20th October, 1903. [1276c

EXCURSION TO MACAO.

GRAND PROCESSION.

THE Fast Steamer

"TAI ON,"

will make a Special Excursion Trip to Macao on SUNDAY, the 25th October, leaving Hongkong at 9 A.M., from the Tung Yick Wharf (beyond the Canton Wharf), and returning from Macao at 8 P.M.

The Amateur String Band will play a few selections during the Trip.

Return Fare $1 00

Tickets to be had on board or at
Messrs. RITCHIE & CO.,
39 Des Vœux Road

Hongkong, 20th October, 1903. [1277c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILOONG,"

Captain Evans, will be despatched for the above Port, on THURSDAY, the 22nd instant, at Daylight.

For Freight or Passage apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 20th October, 1903. [1278c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG."

Captain S. J. Payne, will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M.

For Freight, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th October, 1903. [1261c

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SUEVIA,"

Captain Borck, will be despatched for the above Ports, on FRIDAY, the 30th instant, at Noon.

For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th October, 1903. [1279c

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above on TUESDAY, the 27th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th October, 1903. [1273

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Medoc* and *Sidon*, and from Havre ex s.s. *Sidon*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 20th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 27th instant, at NOON, will be subject to rent and landing charges.

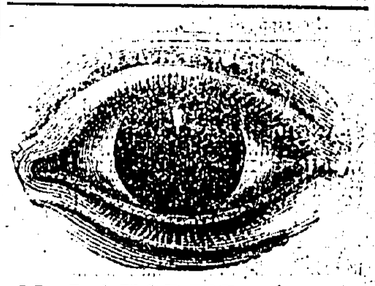
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No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 20th October, 1903 [1204c



N. LAZARUS,
OPHTHALMIC OPTICIAN
OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.

Spectacles and Eyeglasses in all styles and metals.

Consulting Room:

No. 16, Queen's Road Central,

Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN,
Manager.

Hongkong, 23rd June, 1903. [60

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
H.R.H. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central. [6428

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

From	Steamers	Due
GLASGOW and LIVERPOOL.....	"ANTENOR"	On 20th October.
GLASGOW and LIVERPOOL.....	"OANFA"	On 31st October.
GLASGOW and LIVERPOOL.....	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL.....	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL.....	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL.....	"PELEUS"	On 28th November.

S.S. "ANTENOR" left Singapore on the 15th inst. and is expected to arrive here on the 20th inst.

HOMEWARDS.

For	Steamers	To Sail
MARSEILLES, L'DON & A'WERP..	"PAK LING"	On 27th October.
LONDON & ANTWERP	"TANTALUS"	On 10th November.
*MARSEILLES & LIVERPOOL ...	"NINGCHOW"	On 15th November.
LONDON & ANTWERP	"ANTENOR"	On 24th November.
MARSEILLES, L'DON & A'WERP..	"ULYSSES"	On 8th December.
*LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, L'DON & A'WERP..	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'DON & A'WERP..	"DARDANUS"	On 5th January.

S.S. "NINGCHOW" left Victoria, B.C., on the 10th inst. for this port *vid* Japan.
* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

For	Steamers	To Sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *vid* NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 2nd November.
	"PELEUS"	On 30th November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th October, 1903. [8

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	—To Sail.
SHANGHAI†	"WHAMPOA"	21st October.
MANILA	"SUNGKIANG "* ...	21st "
WEI-HAI-WEI, CHEFOO and TIENTSIN.	"NANCHANG" ...	24th "
MANILA	"TAIYUAN "*	26th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN "*‡.....	26th "
KOBE	"TSINAN "*	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th October, 1903. [7

Hongkong–Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)...	SATURDAY, 24th Oct., at 10 A.M.
RUBI.....	2540	R. W. Almond ...	MANILA (DIRECT)...	SATURDAY, 31st Oct., at 10 A.M.
PERLA.....	1980	J. McGinty.....	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 17th October, 1903. [1208d

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth.....	Nov. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven.....	Dec. 14, "
"INDRAVELLI"	4,899	R. P. Craven	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

x266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves..	FRIDAY, 23rd Oct.
FOR ANPING*	"MAIDZURU MARU"..	K. Akashi	SUNDAY, 25th Oct.
FOR FOOCHOW*	"ANPING MARU"	J. Goto	WEDNESDAY, 28th Oct.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	THURSDAY, 29th Oct.

* *Vid* SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.
By this Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtsze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.
For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Vœux Road Central.

T. ARIMA, Manager.

Hongkong, 19th October, 1903. [1379c

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PASSAGE MONEY.

SINGLE, $20. RETURN, $35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903. [8046

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer
"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.
Passage Fare. $4 Single Journey.
Meals $1 each.
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [322e

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including cabin and servant), $3; Return Ticket, $5. 2nd Class, $1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, $2; Return Ticket, $3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, $5. On Sundays, $5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1073e

FOR YOKOHAMA, KOBE AND TSINGTAU.

THE H.A.L. Steamship
"SEGOVIA,"
Captain Förck, will be despatched for the above Ports, TO-MORROW, the 21st instant, at Noon.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th October, 1903. [1146e

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AUSTRALIAN,"
Captain McArthur, will be despatched for the above Ports, TO-MORROW, the 21st instant, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 20th October, 1903 [1243e

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND RANGOON.

THE Company's Steamship
"AVOCA,"
Captain W. A. Fausset, will be despatched as above TO-MORROW, the 21st instant, at 3 P.M.
For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 19th October, 1903. [1247e



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship
"FRANZ FERDINAND,"
Captain Matcovich, will be despatched as above TO-MORROW, the 21st October.
For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents,
Prince's Buildings.

Hongkong, 22nd September, 1903. [1108e

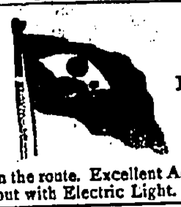
FOR SINGAPORE AND CALCUTTA.

THE N.D.L. Steamship
"FREIBURG,"
Captain Prösch, will be despatched for the above Ports on FRIDAY, the 23rd instant, at 5 P.M.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th October, 1903. [1258e

TOYO KISEN KAISHA

MANILA LINE.



REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith ...	3,876	SATURDAY, 24th October, at 11 A.M.
ROHILLA MARU	Ernest Bent ...	3,869	THURSDAY, 29th October, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 20th October, 1903. [1716

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship
"NORDKYN,"
Captain A. Beer, will be despatched as above on THURSDAY, the 22nd instant, at 4 P.M.
To be followed by the Steamship
"HERMISTON,"
Captain W. T. Bain, on or about WEDNESDAY, the 18th November.
For Freight, &c., apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 16th October, 1903. [1095e

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"KURDISTAN"	29th Oct.
"RICHMOND CASTLE"	10th Nov.
"ORONO"	19th Nov.
"ORO"	1st Dec.
"LOWTHER CASTLE"	12th Dec.
"SIKH"	22nd Dec.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 16th October, 1903 [339d

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

中華輪船有限公司

FOR MOJI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship
"CHINGWO,"
Captain Parkinson, will be despatched for the above Ports, on WEDNESDAY, the 4th November, at Noon.
For Freight, apply at the Company's Offices, No. 20, Des Vœux Road.

J. S. VAN BUREN,
Superintendent.

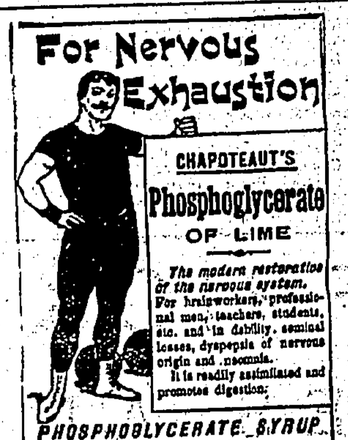
Hongkong, 9th October, 1903. [456e

Intimations.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1903 [456



NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph*, and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1901.

VISITORS AT THE HOTELS.

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Barrett, H.	Jones, J. W.
Barrett, E. G.	Joseph, Mr. and Mrs.
Baum, A.	Katsch, E. A.
Black, Mr. and Mrs.	Leggatt, E. A.
Coogan, Mr. & Mrs. R.	Lewis, A. R.
Bonner, E. A.	Macgowan, R. J.
Borthwick, Mr. and Mrs. R. W.	MacKie, G.
Brice, Mr. and Valet	Marriott, Dr. O.
Brice, Misses and maid	Mast, Sidney
Brown, W. S.	Mast, Mr. and Mrs. E.
Buck, Hart	McAran, T. P.
Clark, W. G.	McHenry, J. H.
Connell, J. J.	Meikle, Mr. & Mrs. E.
Colson, F. S.	Miller, P. L.
Coulson, C. H.	Mollermann, Mrs. and child
Davey, E. A.	Murphy, Mr. and Mrs. E. O.
Davies, Mrs. J. T.	North, C. J.
Dawson, Mrs. & family	Officer, Miss W.
Dean, G.	Officer, Miss A. B.
Derbyshire J. H.	Parla, Mr. E. de
Douglas, Capt. & Mrs. J.	Parfitt, W.
Downing, J. C.	Pattle, J. A.
Ellinger, Mr. and Mrs.	Ponsonby, T. B.
Ellis, Mr. and Mrs. A.	Potter, A. G.
Ellis, H. J. M.	Potts, W. H.
Emerson, A.	Rhoden, A. K.
Fisher, H. G.	Robinson, John
Fox, H. H.	Ross, S. B. C.
Gay, Mr. and Mrs. H. T. and children	Sayle, R. T. D.
Gendrean, H. W.	Skott, C.
Glover, C.	Simmers, Mr. and Mrs.
Gonsalves, Mr.	Snewin, E. A.
Grant, A. W.	Somerville, Geo.
Grew, J. C.	Stuart, Mrs. Leslie C.
Hall, Capt. T.	Thomas, C. B.
Hanmer, Thos. A.	Trevoux, Mr.
Hanna, W. B.	Wall, Mrs. L.
Harvey, R. D.	Watkins, G. A.
Haughwont, W. B.	Watson, Jas.
Hayton, J. T.	Wing, Mr. and Mrs. Loo.
Hooper, Mr. and Mrs.	Witt, Mr. and Mrs.
Hughes, C. S.	Woolmer, Mr. & Mrs.
Icely, Rev. J.	Wright, Mr. and Mrs.
Jackman, H. T.	

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Carter, H. B.	Macdonald, Miss Eva.
Hale, Mrs. M. P.	Reiber, F.
Hawley, Miss M.	Reid, Arch.
Hawley, Miss W.	Rose, Mr. and Mrs. T. J.
Hawley, Mr. and Mrs. Geo. T.	Schneeloch, Ralph H.
Hawley, Mr. and Mrs. Geo.	Solomon, Dr. and Mrs.
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Kent, Capt.	Stephens, M. J. D.
Kyshe, Mr. and Mrs. J. W. Norton	Talati, Mr. and Mrs. M. P.
Muelle, Ed. (Consul for Peru)	Travis, Jos. L.
	Vaughan, H. S.
	Witton, G. F.

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Birbeck, R. J.	Marston, Mr. and Mrs. L.
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Eyre, Mr. and Mrs. H.	Tyrwhitt, T.
Howard, E.	Whitamore, R.
Hume, R.	Williams, W. H.
	Wright, Master R.

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Hertel B.	Stephens, H.
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PEAK.

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Bunny, Miss	Norris, R.N., Surgeon and Mrs.
Bunny, Major and Mrs. J. W. and children	Ollis, Mr. and Mrs. F. B.
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Hatch, Miss	Scott, Charles R.
Hewitt, F. T. Baines	Sinclair, A.
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Holland, R.I.M., Comdr. G. E.	Spalckhaver, W. O. C.
Jeffries, H. U.	Thompson, Capt. N. G.
Jones, Mr. and Mrs. P. N. H.	Thomson, O. D.
Kilian, Felix	Watson, Mr. and Mrs. M. and child
Krieby, Mr. and Mrs. E. R.	Wenborn, S. T.
Langley, Miss	Williams, Mrs.
Lambkin, Miss	Wood, Mr. and Mrs.

CRAIGIEBURN.

Crafton, R. H.	Lambelle, Lieut. and Mrs. F. W.
Gaskell, Mr. and Mrs.	Michael, Mr. and Mrs.
Harvey, Lieut. and Mrs. J. S.	Sisters, (Gov. Civil Hospital)
Johnston, Mrs. and child	Smith, Mrs.
Helms, W.	Tulloch, Capt. & Mrs.
Hug, Mrs. E.	White, Miss

THOMAS'.

Bassett, H. D.	Rose, J. V.
Brusse, J. V.	Roberts, B. K.
Condy, Mr. C. and children	Roberts, Capt. W.
Crego, Mr.	Rougeau, E.
Hawley, K. F.	Smith, J. A. H.
Holmes, L. M.	Whiley, Mr.
Kennedy, G.	Young, L. C.

KOWLOON.

Harrison, W. B.	Manington, G.
Kennedy, Mrs. A. F.	Schlintzer, F. K.
Lentheld, E. H.	Shiba, C.
Lindbergh, Capt. C.	Walters, Mrs.

WEATHER FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here:—

A DRUM indicates a typhoon to the Eastward of the Colony, (*i.e.*, in the East quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the Westward of the Colony, (*i.e.*, in the West quadrant, S.W. to N.W.)

A CONE *Point Upwards* indicates a typhoon to the Northward of the Colony, (*i.e.*, in the North quadrant, N.W. to N.E.)

A CONE *Point Downwards* indicates a typhoon to the Southward of the Colony, (*i.e.*, in the South quadrant, S.E. to S.W.).

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the *Typhoon Gun* placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Office of the Wharf & Godown Company, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 A.M., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with *Remarks, Weather-forecasts*, and *information regarding the existence and movements of typhoons* based thereon.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIGG,
Acting Director.

Hongkong Observatory, 14th July, 1903.

Shipping.

Arrivals.

Triumph, Ger. s.s., 769, Hansen, 19th Oct.,—Heihow 17th Oct., Gen. and Pigs.—J. & Co.
E. F. Ferdinand, Aust. s.s., 3,848 Matcovich, 19th Oct.,—Kobe 15th Oct., Gen.—S., W. & Co.
Taro Maru, Jap. s.s., 3,117, Furukawa, 19th Oct.,—Sasa 14th Oct., Coal.—M. B. K.
Yarra, Fr. s.s., 2,300, Sellier, 20th Oct.,—Marseilles and Saigon 16th Oct., Mails and Gen.—M. M.
Yuensang, Br. s.s., 1,128, Payne, 20th Oct.—Manila, P.I., 16th Oct., Gen.—J., M. & Co.
Iyo Maru, Jap. s.s., 3,918, Butler, 20th Oct.,—Shanghai 17th Oct., Gen.—N. Y. K.
Hangsang, Br. s.s., 1,356, Wilde, 20th Oct.,—Shanghai via Swatow 16th Oct., Gen.—J., M. & Co.
Hikosan Maru, Jap. s.s., 2,312, Fujiki, 20th Oct.,—Moji 14th Oct., Coal.—M. B. K.
Alacrity, Br. despatch-vessel, 1,750, Brock, 20th Oct.,—Singapore 14th Oct.
Taishan, Br. s.s., 1,121, Jenkins, 20th Oct.,—Samarang 10th Oct., Sugar.—B. & Co.
Freiburg, Ger. s.s., 3,884, Prosch, 20th Oct.,—Tsingtau 16th Oct., Gen.—H. A. L.
Hopsang, Br. s.s., 1,359, Hay, 20th Oct.,—Java 12th Oct., Sugar.—J., M. & Co.
Quarta, Ger. s.s., 1,146, Johannsen, 20th Oct.,—Canton 20th Oct., Gen.—S., W. & Co.
Whampoa, Br. s.s., 1,109, Laver, 20th Oct.,—Canton 20th Oct., Gen.—B. & S.

Clearances at the Harbour Office.

San Cheong, for Canton.
Brisgavia, for Singapore.
Rohilla Maru, for Manila.
Pak Kong, for Macao.
Sabine Rickmers, for Palambang.
Glenroy, for Shanghai.
Daphne, for Amoy.
Ilha Verde, for Macao.
Machew, for Swatow.
Kwongchow, for Canton.
Gaelic, for Shanghai.
Oscar, for Kutchinotzu.
Wingchai, for Macao.
Riojun Maru, for Shanghai.
Lightning, for Singapore.
Polyphemus, for Shanghai.

Departures.

Oct. 20.

Ernest Simons, for Europe.
Gaelic, for San Francisco.
Koun Maru, for Kobe.
Haicking, for Swatow.
Rohilla Maru, for Manila.
Babelsberg, for Amoy.
Nanchang, for Canton.
Tjipanas, for Shanghai.
Machew, for Swatow.
Yarra, for, Shanghai, &c.
Lightning, for Calcutta.
Suisang, for Singapore.
Riojun Maru, for Seattle.
Ariake Maru, for Kuchinotzu.
Waihora, for Amoy.
Hong Bee, for Amoy.
Brisgavia, for Singapore.
Tyr, for Hongay.
Nippon, for Yokohama.
Triumph, for Hoihow.
Pakhoi, for Canton.

Passengers arrived.

Per *Triumph*, from Hoihow—Mrs. Reau, and 30 Japanese.

Per *Hangtang*, from Shanghai, &c.—Messrs. Cartlidge, Carlé, and 98 Chinese.

Per *E. F. Ferdinand*, from Kobe—Messrs. Sig. Volpicelli, Edoreto Malles, Rev. N. Coneur, Messrs. W. E. Mitchel, T. W. Mitchel, and Aut Pitoco Posta.

Per *Yuensang*, from Manila—Messrs. W. W. Alexander, Leonard Baggy, Louis W. Graham, A. L. Pierce, J. Kerman, Frank Hayes, John Williams, and 4 Chinese.

Per *Yarra*, for Hongkong from Marseilles—1 Japanese, and 14 Chinese. From Singapore—Miss Treacher, and Mr. Ijan Ken Ijoen. From Saigon—Mrs. Delignon, Mrs. Laurens, Messrs. Tam Sang. Speidel. Cun, 2 Frenchmen, and 299 Chinese. For Shanghai from Marseilles—Miss Besnard, Messrs. Nicolaisen, Keichembach, Florsi, Maquinas, Mauri Ettori, Cherchi and L. Nani. From Suez—Messrs. Georges and family, Michel, and 4 Frenchmen. From Singapore—Mrs. Valeten, and Mrs. Macori. From Saigon—Messrs. Marmand, Le Copre, Renand, Gellen, Capt. and Mrs. Bussand and 3 children, Messrs. Bell and Min. For Kobe from Marseilles—Mr. G. Abigeois. From Saigon—2 Japanese. For Yokohama from Marseilles—Mr. E. Lapico. From Port Said—Mr. Graniani. From Singapore Capt. Burton, and Colon. Van der Villejoen.

Per *Iyo Maru*, from Shanghai for Hongkong—Mr. and Mrs. Hugo, Mrs. R. P. Hance, Mrs. and Miss Liebana, Mr. and Mrs. H. T. Gayton and 3 children, Mr. and Mrs. Tose Silverston and daughter, Capt. J. R. Campbell, Messrs. A. Masuda, S. Yamaguchi, R. S. Williams, Manuel Elzinger, I. B. Mayer, David F. Yang, H. W. Grendren and C. K. Honay.

Hongkong & Whampoa Dock Returns.

U. S. A. T. Seward...	at	Kowloon	Dock.
„ Wright...	„	„	„
Kinshan	„	„	„
Tailee	„	„	„
Tarlac	„	„	„
Hercules	„	„	„
Pembrokeshire	„	„	„
Lillebonne	„	„	„
Teucer	„	Cosmopolitan	„
Tsinan	„	„	„
Hansa	„	„	„
Daphne	„	„	„
Ulabrand	„	Aberdeen	„
Nanshan	„	„	„

Vessels in Port.

Steamers.

Australian, Br. s.s., 2,838, McArthur, 18th Oct., Kobe 13th Oct., Gen.—G., L. & Co.
Avoca, Br. s.s., 3,401, Fausset, 18th Oct.,—Singapore 13th Oct., Gen.—', M. & Co.
Bedouin, Br. s.s., 2,245, Croskery, 19th Oct.,—Muroran 10th Oct., Coal.—D. & Co., Ltd.
Bourbon, Fr. s.s., 997, Souchere, 10th Oct.,—Saigon 5th Oct., Gen.—Order.
Breiz Huel, Fr. s.s., 2,933, Babin, 18th Oct.,—Keelung, (Formosa) 16th Oct., Gen.—S. Oil Co.
Brunhilde, Ger. s.s., 872, Selck, 4th Oct.,—Sourabaya 23rd Sept., Sugar.—S., W. & Co.
Chunsang, Br. s.s., 1,418, Cox, 16th Oct.,—Legal (Java) 5th Oct., Sugar.—J., M. & Co
Clavering, Br. s.s., 2,155, Barton, 14th Oct.,—San Francisco 14th Sept., and Moji 9th Oct., Gen.—C. C. S. S. Co.
Daphne, Ger. s.s., 1,290, Schipper, 12th Oct.,—Cheribon 4th Oct., Sugar.—E. A. T. Co.
Decima, Ger. s.s., 794, Schlaikier, 5th Oct.,—Sourabaya 24th Sept., Sugar.—C. & Co.
Deuteros, Ger. s.s., 1,001, Frahm, 11th Oct.,—Manila 8th Oct., Ballast.—S. & Co.
Devawongse, Ger. s.s., 1,057, Kümpel, 17th Oct.,—Bangkok via Swatow 8th Oct., Rice and Wood.—B. & S.
Ellen Rickmers, Ger. s.s., 987, Henrichsen, 17th Oct.,—Swatow 16th Oct., Gen.—A., K. & Co.
Empress of China, Br. s.s., 3,046, Archibald, R.N.R., 29th Sept.,—Vancouver, B.C. 7th Sept., and Shanghai 26th, Mails and Gen.—C. P. R. Co.
Germania, German s.s., 1,714, Bruhn, 27th Sept.,—Moji 21st Sept., Coals.—J. & Co.
Glenroy, Br. s.s., 3,146, Selby, 17th Oct.,—Singapore 11th Oct., Gen.—McG. Bros. & Gow.
Hakariku Maru, Jap. s.s., 2,300, Shirakate, 13th Oct.,—Moji 8th Oct., Coal.—Samuel & Co.
Hansa, Ger. s.s., 1,202, Weidlich, 30th Sept.,—Saigon 25th Sept., Gen.—S., W. & Co.
Hoihao, Fr. s.s., 509, Merlees, 19th Oct.,—Haiphong 16th Oct., and Hoihow 18th, Gen.—A. R. M.
Hupeh, Br. s.s., 1,206, Mathias, 17th Oct.,—Manila via Cebu and Iloilo 13th Oct., Gen.—B. & S.
Indravelli, Br. s.s., 3,152, Craven, 8th Oct.,—Portland, Or. 4th Sept., Gen.—P. & A. S. S. Co.
Kohsichang, Ger. s.s., 1,292, Spiesen, 18th Oct.,—Bangkok 11th Oct., Rice and Wood.—B. & S.
Kong Beng, Ger. s.s., 862, Ziegenbein, 19th Sept.,—Bangkok 10th Sept., Rice and Timber.—B. & S.
Kumsang, Br. s.s., 2,078, Buller, 19th Oct.,—Calcutta via Penang and Singapore 13th Oct., Gen.—J., M. & Co.
Kwongsang, Br. s.s., 1,427, Lake, 17th Oct.,—Singapore 11th Oct., Gen.—J., M. & Co.
Maria Rickmers, Ger. s.s., 1,017, Bandelin, 26th Sept.,—Bangkok 18th Sept., and Swatow 25th, Gen.—A., K. & Co.
Mongkut, Ger. s.s., 859, Götsche, 8th Oct.,—Bangkok 1st Oct., Rice and Timber.—B. & S.
Nanshan, Br. s.s., 1,256, Stovell, 10th Oct.,—Samarang 30th Sept., Sugar.—B. & Co.
Nordkyn, Norw. s.s., 2,104, Beer, 18th Oct.,—Amoy 17th Oct., Coal.—Order.
Oakley, Br. s.s., 2,456, Wilson, 16th Sept.,—Moji 10th Sept., Coals.—B. & Co.
Oscar, Norw. s.s., 2,000, Olsen, 19th Oct.,—Kuchinotzu 13th Oct., Gen.—M. B. K.
Petrarch, Ger. s.s., 1,251, Ahrens, 11th Oct.,—Sourabaya 30th Sept., Sugar.—S., W. & Co.
Polyphemus, Dut. s.s., 1,803, Young, 19th Oct.,—Liverpool via Penang and Singapore 9th Sept., Gen.—B. & S.
Priam, Dut. s.s., 1,597, Hazeland, 18th Oct.,—Glasgow 1st Sept., and Singapore 12th Oct., Gen.—B. & S.
Prima, Norw. s.s., 761, Meyer, 18th Oct.,—Rajang, (Borneo) 11th Oct., Timber and Firewood.—S., W. & Co.
Rohilla Maru, Jap. s.s., 2,399, Bishop, 13th Oct.,—Manila 10th Oct., Gen.—T. K. K.
Rosetta Maru, Jap. s.s., 2,402, Smith, 18th Oct.,—Manila 16th Oct., Gen.—T. K. K.
Scotsman, Br. s.s., 1,064, Mackenzie, 12th Oct.,—Moji 5th Oct., Coal.—B. & Co.
Segovia, Ger. s.s., 3,796, Forck, 18th Oct.,—Hamburg 2nd Sept., and Singapore 12th Oct., Gen.—H. A. L.
Seward, Am. transport, 1,267, Craskey, 12th Oct.,—Manila 7th Oct.
Shakano Maru, Jap. s.s., 2,064, Fujita, 15th Oct.,—Nagasaki 9th Oct., Coal.—Jeffries & Co.
Sungkiang, Br. s.s., 1,021, Outerbridge, 17th Oct.,—Manila 14th Oct., Gen.—B. & S.
Tai Lee, Ger. s.s., 824, Michelsen, 6th Oct.,—Deli 28th Sept., Ballast.—Meyer & Co.
Teucer, Br. s.s., 1,764, Silverlock, 9th Oct.,—Moji 3rd Oct., Coal.—D. & Co., Ld.
Triglav, Aust. s.s., 618, Randich, 7th Oct.,—Kebau 5th Oct., Coal.—S., W. & Co.
Tsinan, Br. s.s., 1,460, Lindbergh, 11th Oct.,—Australia 19th Sept., and Manila 8th Oct., Gen.—B. & S.
Wright, Am. transport, 871, Dahlstedt, 12th Oct.,—Manila 8th Oct.
Zafiro, Br. s.s., 1,611, Rodger, 19th Oct.,—Manila 17th Oct., Gen.—S., T. & Co.

Sailing Vessels.

Helena Wyman, Am. bq., 1,511, Vanhon, 10th Aug.,—Singapore 1st Aug., Ballast.—Master.
Lillebonne, Am. sch., 708, Finmen, 6th Oct.—Manila 18th Sept., Ballast.—D. & Co., Ld.
Paul Rivers, Am. bq., 1,640, Whittier, 11th Oct.,—Manila 3rd Oct., Ballast.—Master.
Roanoke, Am. bq., 3,347, Amsbury, 7th Sept.,—Shanghai 4th Sept., Gen.—A., K. & Co.
Rose, Br. bq., 793, Paw, 7th Oct.,—Fremantle 20th Aug., Sandalwood.—S. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Hongkong M...	Manila ...	T. K. K. ...	Oct. 21
Athenian	Shanghai...	C. P. R. Co	Oct. 21
Chingwo.....	Japan	C. C. Co....	Oct. 22
Bengal	Singapore.	P. & O. Co.	Oct. 22
China	Japan	P. M. Co...	Oct. 26
Emp. of India..	Japan	C. P. R. Co	Oct. 26
Hamburg	Colombo...	M. & Co...	Oct. 29
Namsang	Calcutta ...	J., M. & Co	Nov. 2
Indrapura.....	Portland...	P. & A. Co	Nov. 5
Nippon Maru ..	San F'cisco	P. M. Co...	Nov. 12

Shipping Reports.

Str. *Hangsang* from Shanghai:—Strong N.E. monsoons.

Str. *Hikosan Maru* from Moji:—Weather was fine, cloudy, and N.E. moderate gale through out the voyage.

Str. *Fritburg* from Tsintau:—In the Formosa Channel very strong N.E. monsoon, and high sea, weather clear.

Str. *Yuensang* from Manila:—There to Lat 17° N, moderate winds, and sea, Lat. 17° N. to port strong N.E. wind, and sea.

Str. *Hopsang* from Java:—Fine weather with light N'ly winds to 16° N. Lat., from thence to port strong monsoons, and high sea.

Str. *Taishan* from Samarang:—Light winds and calms from there until 300 miles from the colony, hence strong N.E. wind, and high head sea.

Ships Passed The Canal.

Outward—1st September—*Glenlochy, Hermann, Lerche.* 5th September—*Hermiston, Sophie Rickmers, Kaisow.* 12th September—*Lydia, Benvorlich.* 16th September—*Heathford.* 18th September—*Albenga, Polyphemus, Sikh, Priam.* 23rd September—*St. Bede.* 25th September—*Strassburg, Antenor.* 3rd October—*Hyson.* 6th October—*Flintshire, Formosa, Hector, Oanfa, Alesia, Longships, Arabia, Hamburg, Keeman.* 10th October—*Bingo Maru, Ulysses, Benmohr.* 13th October—*Candia, Glenfarg, Driesen.* 16th October—*Achilles, Aragonia, Stolberg, Kingcraig, Hudson, Bengloe.*

Homeward—30th September—*Suevia, Indrawadi, Bodenia.* 3rd October—*Sigismund.* 10th October—*Sydney.* 13th October—*Mogul, Bayern.* 16th October—*Tonkin, Sithonia.*

Arrivals at Home—1st September—*Benlomond, Princesse Marie, Tamba Maru.* 5th September—*Arara, Tiberghien, Manchuria.* 8th September—*Prinz Heinrich, Glenesk.* 12th September—*Glengarry, Ceylon, Prometheus, Nurnberg.* 16th September—*Stentor.* 18th September—*Trieste, Sanuki Maru.* 23rd September—*Macduff.* 25th September—*Japan, Wurzburg, Caledonien.* 30th September—*Tydeus, Hakata Maru, Sachsen, Orestes.* 10th October—*Badenia, Benarty, Benledi, Salazie, Kiautschou.* 12th October—*Palawan.* 13th October—*Nestor.* 16th October—*Awa Maru, Kennebec, Verona.*

Post Office.

A Mail will close for:—

Canton—Per *Honam*, 21st inst., 7.30 A.M.
Canton—Per *Fatshan*, 21st inst., 9.30 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Australian*, 21st inst., 10 A.M.
Yokohama, Kobe and Tsintau—Per *Segovia*, 21st inst., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 21st inst., 11 A.M.
Macao—Per *Heungshan*, 21st inst., 1.15 P.M.
Amoy, Swatow, Singapore, Penang and Rangoon—Per *Avoca*, 21st inst., 2 P.M.
Manila—Per *Sungkiang*, 21st inst., 3 P.M.
Kumchuk and Samshui—Per *Tungkong*, 21st inst., 3 P.M.
Moji, Kobe, Yokohama, Victoria, (B.C.) and Portland, Or.—Per *Indravelli*, 21st inst., 3 P.M.
Swatow and Deli—Per *Tailee*, 21st inst., 4 P.M.
Moji—Per *Clavering*, 21st inst., 4 P.M.
Shanghai—Per *Whampoa*, 21st inst., 4 P.M.
Swatow and Shanghai—Per *Kwongsang*, 21st inst., 5 P.M.
Canton—Per *Kinshan*, 21st inst., 5 P.M.
Canton—Per *Fatshan*, 21st inst., 5 P.M.
Manila—Per *Triglav*, 21st inst., 5 P.M.
Canton—Per *Honam*, 22nd inst., 9.30 A.M.
Manila—Per *Shawmut*, 22nd inst., 11 A.M.
Moji—Per *Hikosan Maru*, 22nd inst., 11 A.M.
Bangkok—Per *Devawongse*, 22nd inst., 11 A.M.
Straits and Calcutta—Per *Franz Ferdinand*, 22nd inst., 11 A.M.
Macao—Per *Heungshan*, 22nd inst., 1.15 P.M.
Shanghai—Per *Lyeemoon*, 22nd inst., 3 P.M.
Canton—Per *Powan*, 22nd inst., 5 P.M.
Canton—Per *Kinshan*, 23rd inst., 9.30 A.M.
Straits and Calcutta—Per *Kumsang*, 23rd inst., 11 A.M.
Macao—Per *Heungshan*, 23rd inst., 1.15 P.M.
Amoy and Manila—Per *Yuensang*, 23rd inst., 3 P.M.
Kumchuk and Samshui—Per *Tungkong*, 23rd inst., 5 P.M.
Singapore and Calcutta—Per *Freiburg*, 23rd inst., 4 P.M.
Canton—Per *Hankow*, 23rd inst., 5 P.M.
Canton—Per *Fatshan*, 24th inst., 9 A.M.
Manila—Per *Zafiro*, 24th inst., 9 A.M.
Manila—Per *Rosetta Maru*, 24th inst., 9 A.M.
Europe, &c., India, *via* Tuticorin—Per *Coromandel*, 24th inst., 11 A.M.
Macao—Per *Heungshan*, 24th inst., 1.15 P.M.
Wei-hai-wei, Chefoo and Tientsin—Per *Nanchang*, 24th inst., 3 P.M.
Kumchuk and Samshui—Per *Tungkong*, 25th inst., 9 A.M.
Namtao—Per *Taichun*, 25th inst., 9 A.M.
Sanbue—Per *Hoi Fu*, 25th inst., 9 A.M.
Macao—Per *Wingchai*, 25th inst., 9 A.M.
Canton—Per *Powan*, 25th inst., 9 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, 26th inst., 3 P.M.
Moji, Kobe, Yokohama, Victoria, (B.C.) and Portland, Or.—Per *Indravelli*, 26th inst., 3 P.M.
Kobe—Per *Tsinan*, 27th inst., 3 P.M.
Europe, &c., India, *via* Tuticorin—Per *Roon*, 28th inst., 11 A.M.
Manila—Per *Rubi*, 31st inst., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 4th Nov., 11 A.M.

☞ Xmas and New Year Parcels (via Gibraltar) Parcels for *United Kingdom* posted before 3 p.m. on Friday, the 6th November, are due in London about the 12th December, and those posted before 3 p.m. on Friday, the 20th November, are due in London about the 26th December.

The following postage will be collected:—

For a Parcel not exceeding 3 lbs. in weight 50 cts.
„ „ „ 7 lbs. „ $1.00
„ „ „ 11 lbs. „ $1.50

With an additional 50 cents Parcels may be sent via *Brindisi* and if posted before 3 p.m. on Friday, the 20th November, are due in London about the 20th December, and those posted before 3 p.m. on Friday, the 4th December, are due in London about the 3rd January, 1904.

All Parcels containing Jewellery or any article of Gold or Silver must be Insured, and all Insured Parcels must be sealed. The seals must bear the impression of a private mark.

Senders of Parcels are requested to post them a few days in advance.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 20th at 11.50 a.m. The barometer has risen over N. China and Japan, fallen over Formosa and the Philippines.

The depression, lying in the Pacific yesterday to the NE. of Luzon, seems to deepened and may be a typhoon. It appears to be moving Westwards at present and approaching the NE. coast of Luzon in about 18° Lat. this morning.

The high pressure area still lies over N. China.

Gradients steep with very strong monsoon off the E. Coast of China, and hard gales in the Formosa Channel and NE. part of the China Sea.

Forecast:—N. to NE. winds, probably freshening considerably; fair.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.01	29.93
Temperature	80	80
Humidity	63	64
Rainfall.....	0.09	—

CHINA COAST METEOROLOGICAL REGISTER.
October 20th, 1903, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock..	7 a.m.	30.11	40	36	W	3	b
Nemuro	6 a.m.	30.00	—	—	N	6	—
Hakodate ...	„	30.05	—	—	—	0	—
Tokio	„	30.10	—	—	NW	4	—
Kochi	„	30.15	—	—	E	2	—
Nagasaki	„	30.23	—	—	E	4	—
Kagoshima...	„	30.19	—	—	E	4	—
Oshima	„	30.08	—	—	N	6	—
Naha	„	30.01	—	—	NE	6	—
Ishigakijima..	„	29.89	—	—	NE	10	—
Taihoku	5 a.m.	30.04	—	—	E	6	—
Taichu.....	„	29.78	—	—	—	0	—
Tainan.....	„	29.78	—	—	N	2	—
Koshun	„	29.77	—	—	NE	10	—
Pescadores...	„	29.82	—	—	NE	10	—
Weihaiwei ...	9 a.m.	30.35	61	—	W	2	—
Gutzlaff	„	30.31	65	58	NE	4	cv
Sharp Peak...	„	30.10	70	73	N	9	o
Amoy	6.30 a.	29.98	70	70	NNE	4	c
Swatow	9 a.m.	—	—	—	—	—	—
Capsuilo.....	„	—	80	87	NNE	2	c
Hongkong ...	10 a.m.	30.00	80	51	NW	1	b
Victoria Peak	„	—	—	—	ENE	3	—
Gap Rock ...	„	29.99	—	—	NNE	2	—
Macao	„	29.98	79	—	ENE	2	c
Haiphong	„	—	—	—	—	—	—
Manila.....	„	29.72	86	71	W	2	c
Bacolod	9 a.m.	—	—	—	S	2	o
Iloilo.	„	29.81	84	—	WSW	2	c
Cebu	„	29.87	87	—	S	3	b
C. St. James.	10 a.m.	—	—	—	—	—	—

THE SHARE MARKET.

Stocks.	Paid up Value.	Last Dividend.	To-day's Quotations.
Banks.			
Hongkong and Shanghai Banking Corporation.....	$ 125	Div. of £1.10/- @ 1/8=$18 for half-year ending 30.6.1903	$632½
National Bank of China, Ld....	£ 8	3/1½=$1.96½ for 1902	$29 b.
Do. Founders...	£ 1	None	$10
Marine Insurances.			
Union In. Society of C'ton, Ld.	$ 100	32 per cent=$32 per share for 1902 ...	$492½ sa. & b.
China Traders' In. Co., Ld.	$ 25	16 %=$1 for year ended 30.4.1902.....	$61 s.
North China In. Co., Ld.....	£ 25	Final of £1 making £2 for 1902	Tls. 216
Yangtsze In. Association, Ld.	$ 60	20 %=$12 for 1901	$135
Canton In. Office, Ld.	$ 50	28 %=$14 per share for 1901	$190 b.
Fire Insurances.			
Hongkong Fire In. Co., Ld. ...	$ 50	$22½ per share for 1901	$320
China Fire In. Co., Ld.....	$ 20	$6 per share for 1901	$90 b.
Shipping.			
Hongkong, Canton, & Macao Steamboat Co., Ld....	$ 15	$1½ for half-year ending 30.6.1903 ...	$31½ b.
Indo-China S. N. Co., Ld.....	£ 10	5 %=10/- per share for 1902.....	$82
China & Manila S.S. Co., Ld..	$ 50	10 % = $5 per share for 1900.....	$18½ b.
Douglas Steamship Co., Ld...	$ 50	Div. of $3 for year ended 30.6.1903...	$30 b.
"Star" Ferry Co., Ld	$ 10 / $ 5	$1.20 := 12% for year ending 60 cts.	$26 / $16
"Shell" Transport & Trading Co., Ld.....	£ 1	3rd Interim of 6d. for 1902	£1
Taku Tug & Lighter Co., Ld.	Tls. 50	Interim of 2 % for 1903	Tls. 38
Shanghai Tug & Lighter Co., Limited.....	Tls. 50	Interim of 4 %=Tls. 2.00	Tls. 56
Do. Preference.....	Tls. 50	Interim of 3½ %=Tls. 1.75	Tls. 50
Refineries.			
China Sugar Refining Co., Ld.	$ 100	Fin. of $7 making $12 for 1901	$97½
Luzon Sugar Refining Co., Ld.	$ 100	$3 per share for 1897	$10
Perak Sugar Cultivation Co., Ld	Tls. 50	Fin. of 7 % for year ending 30.9.02 ...	Tls. 60
Mining.			
Punjom Mining Co., Ld.	$ 11	None	$1½
Société Française des Charbonnages du Tonkin	Fr. 250	Fin. of Frs. 30 making Frs. 60 for 1902	$600 s.
Raub Australian Gold Mining Co., Ld.....	£0.18.10.	No. 12 of 1/- per share 28.1.01	$8½ s.
Chinese Engineering & Mining Co., Ld.	£ 1	No. 1 of 1/6 per share 10.10.02	Tls. 6.50 sa.
Docks, Wharves and Godowns.			
Hongkong & Whampoa Dock Co., Ld.....	$ 50	12 %=$ 6 for ½ year 30.6.03.....	$200 b.
S. C. Farnham, Boyd & Co., Ld.....	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 115
Hongkong & Kowloon Wharf & Godown Co., Ld.....	$ 50	Interim of $2½ for 1903.....	$88 b.
New Amoy Dock Co., Ld.....	$ 68	$2½ for 1902	$37½
Shanghai & Hongkew Wharf & Godown Co., Ld.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 225 sa.
Lands, Hotels and Buildings.			
China Provident Loan & Mortgage Co., Ld.	$ 10	8 %=80 cents per share for 1902	$9½
Hongkong Land Investment & Agency Co., Ld.	$ 100	Interim of $6 for 1903	$154
K'loon Land & Building Co., Ld	$ 30	$2.30 per share for 1902	$35 sa.
West Point Building Co., Ld.	$ 50	Interim of $1½ for 1903	$52½ b.
Hongkong Hotel Co., Ld. ...	$ 50	$6 for first ½-year 1903.....	$149 s.
Oriente Hotel Co., Ld. (Manila)	$ 50	8 %=$4 for ½-year ending 31.12.1900	$58
Astor House Hotel Co., Ld.... (Shanghai)	$ 25	2½ % for year ending 30.6.03	$28½ sa.
Hotel des Colonies Co., Ld. (Shanghai)	Tls. 25	6 % for year ending 31.3.03	Tls. 15 sa.
Queen's Hotel (Wei-hai-wei)	Tls. 25	First year	Tls. 25
Humphreys Estate & Finance Co., Ld.	$ 10	9 per cent. for 1902	$11 s.
S'hai Land Investment Co., Ld.	Tls. 50	Interim of 6 % for 1903	Tls. 105 s.
Cotton Mills.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$ 10	Final of 60 cents, making $1 for 1902/1903	$14½ b.
Ewo Cotton Spinning & Weaving Co., Ld.	Tls. 50	3 % for period ended 31.10.97.....	Tls. 32½ b.
International Cotton Manufacturing Co., Ld.	Tls. 100	Interim of 3 % on account of 1898 ...	Tls. 35
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.....	Tls. 100	Interim div. of 4 % on acct. of 1898 ...	Tls. 35 sa.
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	4 % for period ended 31.12.00.....	Tls. 200
Cigar and Tobacco Companies.			
Alhambra, Ld.....	$ 500	25 % for year ending 30.6.1900	$250 b.
Philippine Tobacco Trust Co., Ld.	$ 50	None	$15 b.
Shanghai-Sumatra Tobacco Co., Ld.....	Tls. 20	Interim of Tls. 3 per share	Tls. 51 s.
Miscellaneous.			
Green Island Cement Co., Ld.	$ 10	12 %=$1.20 per share for 1902	$22½ b.
China-Borneo Co., Ld.....	$ 12	First year	$9½ s.
A. S. Watson & Co., Ld.	$ 10	Interim of 5 % for 1902	$14½ sa.
Watkins, Ld.	$ 10	$1 per share for 1902	$8 s.
Hongkong Electric Co., Ld.	$ 10	90 cents for year ending 30.4.1903 ...	$12½
Hongkong Electric Co., Ld.	$ 5	45 cents for year ending 30.4.1903 ...	$6½
Hongkong & China Gas Co., Ld	£ 10	10 % div. and 1 % bonus for 1901	$140 b.
Hongkong Rope Manufacturing Co., Ld.....	$ 50	$10 for 1902	$145
Geo. Fenwick & Co., Ld.	$ 25	15 per cent=$3.75 for 1902	$47½
Hongkong Ice Co., Ld.	$ 25	Interim of $4 for 1903	$250 s.
Hongkong High-Level Tramways Co., Ld.....	$ 100	$18 for year ending 31.11.1902	$320 s.
Dairy Farm Co., Ld.....	$ 6	75 cents for year ending 31.7.1902.....	$12 b.
Hongkong & China Bakery Co., Ld.....	$ 50	5 per cent.=$2½ for 1901.....	$40
Campbell, Moore & Co., Ld..	$ 10	Div. of $2½ for 1902	$40 s.
Bell's Asbestos Eastern Agency, Ld.....	£0.12.6.		$5½ s.
United Asbestos Oriental Agency, Ld.	$ 4	90 cents for years ending 31.5.03...	$9 sa. & b.
Do. Founders.	$ 10	$29.70	$200 b.
Hongkong Steam Water-boat Co., Ld.	$ 10	Interim of 6 %	$15½ b.
China Light & Power Co., Ld.	$ 20	None	$5 b.
Robinson Piano Co., Ld.	$ 50	5 %=$2½ for half-year 1901.....	$50
Manila Investment Co., Ld...	$ 50	None	$5 b.
William Powell, Ld.	$ 10	$1 for year ended 30.6.1903.....	$8½ s.
Maatschappij tot Mijn-, Bosch- en Landbouw exploitatie in Langkat, Limited	Guilders 100	4th Interim Dividend of Tls. 7½ paid 15.9.1903.....	Tls. 267½ sa.
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.....	$ 50	First year	$50

Telegraphic Address—"Rialto." Telephone No. 148, P. O. Box No. 111.

Benjamin, Kelly & Potts, *Share Brokers.*

Note:—b.=buyers, s.=sellers, sa.=sales.

MACEWEN, FRICKEL & Co. { WINE MERCHANTS, 3, DUDDELL STREET.

ALES AND STOUT.

	per case.	per doz.
AITKEN'S FALKIRK PALE ALE in casks of 8 doz. pints	$17.50	$2.25
JEFFREY'S EDINBURGH PALE ALE in cases of 7 doz. pints	17.50	2.50
JEFFREY'S EDINBURGH XXX STOUT in cases of 7 doz. pints	17.50	2.50
ALLSOPP'S LAGER BEER in cases of 6 doz. pints	19.00	3.25
ALLSOPP'S LAGER BEER in cases of 4 doz. quarts	19.00	4.75
KABUTO BEER in cases of 8 doz. pints	16.00	2.00
KABUTO BEER in cases of 4 doz. quarts	15.00	3.75

ALLSOPP'S DRAUGHT ALE. JEFFREY'S DRAUGHT ALE AND STOUT. AITKEN'S DRAUGHT ALE.

Shipping.

Arrivals.

Triumph, Ger. s.s., 769, Hansen, 19th Oct.,—Hoihow 17th Oct., Gen. and Pigs.—J. & Co.

E. F. Ferdinand, Aust. s.s., 3,848 Matcovich, 19th Oct.,—Kobe 15th Oct, Gen.—S., W. & Co.

Taro Maru, Jap. s.s., 3,117, Furukawa, 19th Oct.,—Sasa 14th Oct., Coal.—M. B. K.

Yarra, Fr. s.s., 2,300, Sellier, 20th Oct.,—Marseilles and Saigon 16th Oct., Mails and Gen.—M. M.

Yuensang, Br. s.s., 1,128, Payne, 20th Oct.—Manila, P.I., 16th Oct., Gen.—J., M. & Co.

Iyo Maru, Jap. s.s., 3,918, Butler, 20th Oct.,—Shanghai 17th Oct., Gen.—N. Y. K.

Hangsang, Br. s.s., 1,356, Wilde, 20th Oct.,—Shanghai via Swatow 16th Oct, Gen.—J., M. & Co.

Hikosan Maru, Jap. s.s., 2,312, Fujiki, 20th Oct.,—Moji 14th Oct., Coal.—M. B. K.

Alacrity, Br. despatch-vessel, 1,750, Brock, 20th Oct.,—Singapore 14th Oct.

Taishan, Br. s.s., 1,121, Jenkins, 20th Oct.,—Samarang 10th Oct., Sugar.—B. & Co.

Freiburg, Ger. s.s., 3,884, Prosch, 20th Oct.,—Tsingtau 16th Oct., Gen.—H. A. L.

Hopsang, Br. s.s., 1,359, Hay, 20th Oct.,—Java 12th Oct., Sugar.—J., M. & Co.

Quarta, Ger. s.s., 1,146, Johannsen, 20th Oct.,—Canton 20th Oct., Gen.—S., W. & Co.

Whampoa, Br. s.s., 1,109, Layer, 20th Oct.,—Canton 20th Oct., Gen.—B. & S.

Clearances at the Harbour Office.

San Cheong, for Canton.
Brisgavia, for Singapore.
Rohilla Maru, for Manila.
Pak Kong, for Macao.
Sabine Rickmers, for Palambang.
Glenroy, for Shanghai.
Daphne, for Amoy.
Ilha Verde, for Macao.
Machew, for Swatow.
Kwongchow, for Canton.
Gaelic, for Shanghai.
Oscar, for Kutchinotzu.
Wingchai, for Macao.
Riojun Maru, for Shanghai.
Lightning, for Singapore.
Polyphemus, for Shanghai.

Departures.

Oct. 20.

Ernest Simons, for Europe.
Gaelic, for San Francisco.
Koun Maru, for Kobe.
Haicking, for Swatow.
Rohilla Maru, for Manila.
Babelsberg, for Amoy.
Nanchang, for Canton.
Tjitpanas, for Shanghai.
Machew, for Swatow.
Yarra, for, Shanghai, &c.
Lightning, for Calcutta.
Suisang, for Singapore.
Riojun Maru, for Seattle.
Ariake Maru, for Kuchinotzu.
Wathora, for Amoy.
Hong Bee, for Amoy.
Brisgavia, for Singapore.
Tyr, for Hongay.
Nippon, for Yokohama.
Triumph, for Hoihow.
Pakhoi, for Canton.

Passengers arrived.

Per *Triumph*, from Hoihow—Mrs. Reau, and 30 Japanese.

Per *Hangsang*, from Shanghai, &c.—Messrs. Cartlidge, Carlé, and 98 Chinese.

Per *E. F. Ferdinand*, from Kobe—Messrs. Sig. Volpicelli, Edorelo Malles, Rev. N. Coneur, Messrs. W. E. Mitchel, T. W. Mitchel, and Aut Pitoco Posto.

Per *Yuensang*, from Manila—Messrs. W. W. Alexander, Leonard Baggy, Louis W. Graham, A. L. Pierce, J. Kerman, Frank Hayes, John Williams, and 4 Chinese.

Per *Yarra*, for Hongkong from Marseilles—1 Japanese, and 14 Chinese. From Singapore—Miss Treacher, and Mr. Ijan Ken Ijoen. From Saigon—Mrs. Delignon, Mrs. Laurens, Messrs. Tam Sang, Speidel, Cun, 2 Frenchmen, and 299 Chinese. For Shanghai from Marseilles—Miss Besnard, Messrs. Nicolaisen, Keichembach, Florsi, Maquinas, Mauri Ettori, Cherchi and L. Nani. From Suez—Messrs. Georges and family, Michel, and 4 Frenchmen. From Singapore—Mrs. Valeten, and Mrs. Macori. From Saigon—Messrs. Marmand, Le Copre, Renand, Gellen, Capt. and Mrs. Bussand and 3 children, Messrs. Bell and Min. For Kobe from Marseilles—Mr. G. Abigeois. From Saigon—2 Japanese. For Yokohama from Marseilles—Mr. E. Lupico. From Port Said—Mr. Graniani. From Singapore Capt. Burton, and Colon. Van der Villejoen.

Per *Iyo Maru*, from Shanghai for Hongkong—Mr. and Mrs. Hugo, Mrs. R. P. Hance, Mrs. and Miss Liebana, Mr. and Mrs. H. T. Gayton and 3 children, Mr. and Mrs. Tose Silverston and daughter, Capt. J. R. Campbell, Messrs. A. Masuda, S. Yamaguchi, R. S. Williams, Manuel Elzinger, I. B. Mayer, David F. Yang, H. W. Grendren and C. K. Honay.

Hongkong & Whampoa Dock Returns.

U. S. A. T. Seward...	at	Kowloon	Dock.
„ Wright...	„	„	„
Kinshan	„	„	„
Tailee	„	„	„
Tarlac	„	„	„
Hercules	„	„	„
Pembrokeshire	„	„	„
Lillebonne	„	„	„
Teucer	„	Cosmopolitan	„
Tsinan	„	„	„
Hansa	„	„	„
Daphne	„	„	„
Ulabrand	„	Aberdeen	„
Nanshan	„	„	„

Vessels in Port.

STEAMERS.

Australian, Br. s.s., 2,838, McArthur, 18th Oct., Kobe 13th Oct., Gen.—G., L. & Co.

Avoca, Br. s.s., 3,401, Fausset, 18th Oct.,—Singapore 13th Oct., Gen.—P., M. & Co.

Bedouin, Br. s.s., 2,245, Croskery, 19th Oct.,—Muroran 10th Oct., Coal.—D. & Co., Ltd.

Bourbon, Fr. s.s., 997, Souchere, 10th Oct.,—Saigon 5th Oct., Gen.—Order.

Breiz Huel, Fr. s.s., 2,933, Babin, 18th Oct.,—Keelung, (Formosa) 16th Oct., Gen.—S. Oil Co.

Brunhilde, Ger. s.s., 872, Selck, 4th Oct.,—Sourabaya 23rd Sept., Sugar.—S., W. & Co.

Chunsang, Br. s.s., 1,418, Cox, 16th Oct.,—Legal (Java) 5th Oct., Sugar.—J., M. & Co.

Clavering, Br. s.s., 2,155, Barton, 14th Oct.,—San Francisco 14th Sept., and Moji 9th Oct., Gen.—C. C. S. S. Co.

Daphne, Ger. s.s., 1,290, Schipper, 12th Oct.,—Cheribon 4th Oct., Sugar.—E. A. T. Co.

Decima, Ger. s.s., 794, Schlaikier, 5th Oct.,—Sourabaya 24th Sept., Sugar.—C. & Co.

Deuteros, Ger. s.s., 1,001, Frahm, 11th Oct.,—Manila 8th Oct., Ballast.—S. & Co.

Devawongse, Ger. s.s., 1,057, Kümpel, 17th Oct.,—Bangkok via Swatow 8th Oct., Rice and Wood.—B. & S.

Ellen Rickmers, Ger. s.s., 987, Henrichsen, 17th Oct.,—Swatow 16th Oct., Gen.—A., K. & Co.

Empress of China, Br. s.s., 3,046, Archibald, R.N.R., 20th Sept.,—Vancouver, B.C. 7th Sept., and Shanghai 26th, Mails and Gen.—C. P. R. Co.

Germania, German s.s., 1,714, Bruhn, 27th Sept.,—Moji 21st Sept., Coals.—J. & Co.

Glenroy, Br. s.s., 3,146, Selby, 17th Oct.,—Singapore 11th Oct., Gen.—McG. Bros. & Gow.

Hakariku Maru, Jap. s.s., 2,300, Shirakate, 13th Oct.,—Moji 8th Oct., Coal.—Samuel & Co.

Hansa, Ger. s.s., 1,202, Weidlich, 30th Sept.,—Saigon 25th Sept., Gen.—S., W. & Co.

Hoihao, Fr. s.s., 509, Merlees, 19th Oct.,—Haiphong 16th Oct., and Hoihow 18th, Gen.—A. R. M.

Hupeh, Br. s.s., 1,206, Mathias, 17th Oct.,—Manila via Cebu and Iloilo 13th Oct., Gen.—B. & S.

Indravelli, Br. s.s., 3,152, Craven, 8th Oct.,—Portland, Or. 4th Sept., Gen.—P. & A. S. S. Co.

Kohsichang, Ger. s.s., 1,292, Spiesen, 18th Oct.,—Bangkok 11th Oct., Rice and Wood.—B. & S.

Kong Beng, Ger. s.s., 862, Ziegenbein, 19th Sept.,—Bangkok 10th Sept., Rice and Timber.—B. & S.

Kumsang, Br. s.s., 2,078, Buller, 19th Oct.,—Calcutta via Penang and Singapore 13th Oct., Gen.—J., M. & Co.

Kwongsang, Br. s.s., 1,427, Lake, 17th Oct.,—Singapore 11th Oct., Gen.—J., M. & Co.

Maria Rickmers, Ger. s.s., 1,017, Bandelin, 26th Sept.,—Bangkok 18th Sept., and Swatow 25th, Gen.—A., K. & Co.

Mongkut, Ger. s.s., 859, Götsche, 8th Oct.,—Bangkok 1st Oct., Rice and Timber.—B. & S.

Nanshan, Br. s.s., 1,256, Stovell, 10th Oct.,—Samarang 30th Sept., Sugar.—B. & Co.

Nordkyn, Norw. s.s., 2,804, Beer, 18th Oct.,—Amoy 17th Oct., Coal.—Order.

Oakley, Br. s.s., 2,456, Wilson, 16th Sept.,—Moji 10th Sept., Coals—B. & Co.

Oscar, Norw. s.s., 2,000, Olsen, 19th Oct.,—Kuchinotzu 13th Oct., Gen.—M. B. K.

Petrarch, Ger. s.s., 1,251, Ahrens, 11th Oct.,—Sourabaya 30th Sept., Sugar.—S., W. & Co.

Polyphemus, Dut. s.s., 1,803, Young, 19th Oct.,—Liverpool via Penang and Singapore 9th Sept., Gen.—B. & S.

Priam, Dut. s.s., 1,597, Hazeland, 18th Oct.,—Glasgow 1st Sept., and Singapore 12th Oct., Gen.—B. & S.

Prima, Norw. s.s., 761, Meyer, 18th Oct.,—Rajang, (Borneo) 11th Oct., Timber and Firewood.—S., W. & Co.

Rohilla Maru, Jap. s.s., 2,399, Bishop, 13th Oct.,—Manila 10th Oct., Gen.—T. K. K.

Rosetta Maru, Jap. s.s., 2,402, Smith, 18th Oct.,—Manila 16th Oct., Gen.—T. K. K.

Scotsman, Br. s.s., 1,064, Mackenzie, 12th Oct.,—Moji 5th Oct., Coal.—B. & Co.

Segovia, Ger. s.s., 3,796, Forck, 18th Oct.,—Hamburg 2nd Sept., and Singapore 12th Oct., Gen.—H. A. L.

Seward, Am. transport, 1,267, Craskey, 12th Oct.,—Manila 7th Oct.

Shakano Maru, Jap. s.s., 2,064, Fujita, 15th Oct.,—Nagasaki 9th Oct., Coal.—Jeffries & Co.

Sungkiang, Br. s.s., 1,021, Outerbridge, 17th Oct.,—Manila 14th Oct., Gen.—B. & S.

Tai Lee, Ger. s.s., 824, Michelsen, 6th Oct.,—Deli 28th Sept., Ballast.—Meyer & Co.

Teucer, Br. s.s., 1,764, Silverlock, 9th Oct.,—Moji 3rd Oct., Coal.—D. & Co., Ltd.

Triglav, Aust. s.s., 618, Randich, 7th Oct.,—Kebau 5th Oct., Coal.—S., W. & Co.

Tsinan, Br. s.s., 1,460, Lindbergh, 11th Oct.,—Australia 19th Sept., and Manila 8th Oct., Gen.—B. & S.

Wright, Am. transport, 871, Dahlstedt, 12th Oct.,—Manila 8th Oct.

Zafiro, Br. s.s., 1,611, Rodger, 19th Oct.,—Manila 17th Oct., Gen.—S., T. & Co.

SAILING VESSELS.

Helena Wyman, Am. bq., 1,521, Vanhon, 10th Aug.,—Singapore 1st Aug., Ballast.—Master.

Lillebonne, Am. sch., 708, Finmen, 6th Oct.—Manila 18th Sept., Ballast.—D. & Co., Ltd.

Paul Rivers, Am. bq., 1,640, Whittier, 11th Oct.,—Manila 3rd Oct., Ballast.—Master.

Roanoke, Am. bq., 3,347, Amsbury, 7th Sept.,—Shanghai 4th Sept., Gen.—A., K. & Co.

Rose, Br. bq., 793, Paw, 7th Oct.,—Fremantle 20th Aug., Sandalwood.—S. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Hongkong M..	Manila ...	T. K. K. ..	Oct. 21
Athenian	Shanghai..	C. P. R. Co	Oct. 21
Chingwo.....	Japan	C. C. Co....	Oct. 22
Bengal.....	Singapore.	P. & O. Co.	Oct. 22
China	Japan	P. M. Co...	Oct. 26
Emp. of India..	Japan	C. P. R. Co	Oct. 26
Hamburg	Colombo...	M. & Co...	Oct. 29
Namsang	Calcutta ...	J., M. & Co	Nov. 2
Indrapura.....	Portland...	P. & A. Co	Nov. 5
Nippon Maru ..	San F'cisco	P. M. Co...	Nov. 12

Shipping Reports.

Str. *Hangsang* from Shanghai:—Strong N.E. monsoons.

Str. *Hikosan Maru* from Moji:—Weather was fine, cloudy, and N.E. moderate gale through out the voyage.

Str. *Freiburg* from Tsintau:—In the Formosa Channel very strong N.E. monsoon, and high sea, weather clear.

Str. *Yuensang* from Manila:—There to Lat. 17° N. moderate winds, and sea, Lat. 17° N. to port strong N.E. wind, and sea.

Str. *Hopsang* from Java:—Fine weather with light N'ly winds to 16° N. Lat., from thence to port strong monsoons, and high sea.

Str. *Taishan* from Samarang:—Light winds and calms from there until 300 miles from the colony, hence strong N.E. wind, and high head sea.

Ships Passed The Canal.

Outward—1st September—*Glenlochy, Hermann, Lerche.* 5th September—*Hermiston, Sophie Rickmers, Kaisow.* 12th September—*Lydia, Benvorlich.* 16th September—*Heathford.* 18th September—*Albenga, Polyphemus, Sikh, Priam.* 23rd September—*St. Bede.* 25th September—*Strassburg, Antenor.* 3rd October—*Hyson.* 6th October—*Flintshire, Formosa, Hector, Oanfa, Alesia, Longships, Arabia, Hamburg, Keeman.* 10th October—*Bingo Maru, Ulysses, Benmohr.* 13th October—*Candia, Glenfarg, Driesen.* 16th October—*Achilles, Aragonia, Stolberg, Kingcraig, Hudson, Bengloe.*

Homeward—30th September—*Suevia, Indrawadi, Bodenia.* 3rd October—*Sigismund.* 10th October—*Sydney.* 13th October—*Mogul, Bayern.* 16th October—*Tonkin, Sithonia.*

Arrivals at Home—1st September—*Benlomond, Princesse Marie, Tamba Maru.* 5th September—*Arara, Tientsin, Manchuria.* 8th September—*Prinz Heinrich, Glenesk.* 12th September—*Glengarry, Ceylon, Prometheus, Nurnberg.* 16th September—*Stentor.* 18th September—*Trieste, Sanuki Maru.* 23rd September—*Macduff.* 25th September—*Japan, Wurzburg, Caledonien.* 30th September—*Tydeus, Hakata Maru, Sachsen, Orestes.* 10th October—*Badenia, Benarly, Benledi, Salasie, Kiautschou.* 12th October—*Palawan.* 13th October—*Nestor.* 16th October—*Awa Maru, Kennebee, Verona.*

Post Office.

A Mail will close for:—

Canton—Per *Honam*, 21st inst., 7.30 A.M.
Canton—Per *Fatshan*, 21st inst., 9.30 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Australian*, 21st inst., 10 A.M.
Yokohama, Kobe and Tsintau—Per *Segovia*, 21st inst., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 21st inst., 11 A.M.
Macao—Per *Heungshan*, 21st inst., 1.15 P.M.
Amoy, Swatow, Singapore, Penang and Rangoon—Per *Avoca*, 21st inst., 2 P.M.
Manila—Per *Sungkiang*, 21st inst., 3 P.M.
Kumchuk and Samshui—Per *Tungkong*, 21st inst., 3 P.M.
Moji, Kobe, Yokohama, Victoria, (B.C.) and Portland, Or.—Per *Indravelli*, 21st inst., 3 P.M.
Swatow and Deli—Per *Tailee*, 21st inst., 4 P.M.
Moji—Per *Clavering*, 21st inst., 4 P.M.
Shanghai—Per *Whampoa*, 21st inst., 4 P.M.
Swatow and Shanghai—Per *Kwongsang*, 21st inst., 5 P.M.
Canton—Per *Kinshan*, 21st inst., 5 P.M.
Canton—Per *Fatshan*, 21st inst., 5 P.M.
Manila—Per *Triglav*, 21st inst., 5 P.M.
Canton—Per *Honam*, 22nd inst., 9.30 A.M.
Manila—Per *Shawmut*, 22nd inst., 11 A.M.
Moji—Per *Hikosan Maru*, 22nd inst., 11 A.M.
Bangkok—Per *Devawongse*, 22nd inst., 11 A.M.
Straits and Calcutta—Per *Franz Ferdinand*, 22nd inst., 11 A.M.
Macao—Per *Heungshan*, 22nd inst., 1.15 P.M.
Shanghai—Per *Lyeemoon*, 22nd inst., 3 P.M.
Canton—Per *Powan*, 22nd inst., 5 P.M.
Canton—Per *Kinshan*, 23rd inst., 9.30 A.M.
Straits and Calcutta—Per *Kumsang*, 23rd inst., 11 A.M.
Macao—Per *Heungshan*, 23rd inst., 1.15 P.M.
Amoy and Manila—Per *Yuensang*, 23rd inst. 3 P.M.
Kumchuk and Samshui—Per *Tungkong*, 23rd inst., 5 P.M.
Singapore and Calcutta—Per *Freiburg*, 23rd inst., 4 P.M.
Canton—Per *Hankow*, 23rd inst., 5 P.M.
Canton—Per *Fatshan*, 24th inst., 9 A.M.
Manila—Per *Zafiro*, 24th inst., 9 A.M.
Manila—Per *Rosetta Maru*, 24th inst., 9 A.M.
Europe, &c., India, *via* Tuticorin—Per *Coromandel*, 24th inst., 11 A.M.
Macao—Per *Heungshan*, 24th inst., 1.15 P.M.
Wei-hai-wei, Chefoo and Tientsin—Per *Nanchang*, 24th inst., 3 P.M.
Kumchuk and Samshui—Per *Tungkong*, 25th inst., 9 A.M.
Namtao—Per *Taichun*, 25th inst., 9 A.M.
Sanbue—Per *Hoi Fu*, 25th inst., 9 A.M.
Macao—Per *Wingchai*, 25th inst., 9 A.M.
Canton—Per *Powan*, 25th inst., 9 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, 26th inst., 3 P.M.
Moji, Kobe, Yokohama, Victoria, (B.C.) and Portland, Or.—Per *Indravelli*, 26th inst., 3 P.M.
Kobe—Per *Tsinan*, 27th inst., 3 P.M.
Europe, &c., India, *via* Tuticorin—Per *Roon*, 28th inst., 11 A.M.
Manila—Per *Rubi*, 31st inst., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 4th Nov., 11 A.M.

☞ XMAS AND NEW YEAR PARCELS (via Gibraltar) Parcels for *United Kingdom* posted before 3 p.m. on Friday, the 6th November, are due in London about the 12th December, and those posted before 3 p.m. on Friday, the 20th November, are due in London about the 26th December.

The following postage will be collected:—

For a Parcel not exceeding 3 lbs. in weight			50 cts.
„	„	7 lbs. „	$1.00
„	„	11 lbs. „	$1.50

With an additional 50 cents Parcels may be sent via *Brindisi* and if posted before 3 p.m. on Friday, the 20th November, are due in London about the 20th December, and those posted before 3 p.m. on Friday, the 4th December, are due in London about the 3rd January, 1904.

All Parcels containing Jewellery or any article of Gold or Silver must be Insured, and all Insured Parcels must be sealed. The seals must bear the impression of a private mark.

Senders of Parcels are requested to post them a few days in advance.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 20th at 11.50 a.m. The barometer has risen over N. China and Japan, fallen over Formosa and the Philippines.

The depression, lying in the Pacific yesterday to the NE. of Luzon, seems to deepened and may be a typhoon. It appears to be moving Westwards at present and approaching the NE. coast of Luzon in about 18° Lat. this morning.

The high pressure area still lies over N. China.

Gradients steep with very strong monsoon off the E. Coast of China, and hard gales in the Formosa Channel and NE. part of the China Sea.

Forecast:—N. to NE. winds, probably freshening considerably; fair.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.01	29.93
Temperature	80	80
Humidity	63	64
Rainfall	.009	—

CHINA COAST METEOROLOGICAL REGISTER.

October 20th, 1903, a.m.

			Bar.	Th.	Hu.	Wind		Wr.
Vladivostock.	7	a.m.	30.11	40	36	W	3	b
Nemuro	6	a.m.	30.00	—	—	N	6	—
Hakodate ...		„	30.05	—	—	—	0	—
Tokio		„	30.10	—	—	NW	4	—
Kochi		„	30.15	—	—	E	2	—
Nagasaki		„	30.23	—	—	E	4	—
Kagoshima...		„	30.19	—	—	E	4	—
Oshima		„	30.08	—	—	N	6	—
Naha		„	30.01	—	—	NE	6	—
Ishigakijima..		„	29.89	—	—	NE	10	—
Taihoku	5	a.m.	30.04	—	—	E	6	—
Taichu.....		„	29.78	—	—	—	0	—
Tainan.....		„	29.78	—	—	N	2	—
Koshun		„	29.77	—	—	NE	10	—
Pescadores...		„	29.82	—	—	NE	10	—
Weihaiwei ...	9	a.m.	30.35	61	—	W	2	—
Gutzlaff		„	30.31	65	58	NE	4	cv
Sharp Peak...		„	30.10	70	73	N	9	o
Amoy	6.30	a.	29.98	70	70	NNE	4	c
Swatow	9	a.m.	—	—	—	—	—	—
Canton		„	—	80	87	NNE	2	c
Hongkong ...	10	a.m.	30.00	80	51	NW	1	b
Victoria Peak		„	—	—	—	ENE	3	—
Gap Rock ...		„	29.99	—	—	NNE	2	—
Macao		„	29.98	79	—	ENE	2	c
Haiphong ...		„	—	—	—	—	—	—
Manila.....		„	29.72	86	71	W	2	c
Bacolod	9	a.m.	—	—	—	S	2	o
Iloilo.....		„	29.81	84	—	WSW	2	c
Cebu		„	29.87	87	—	S	3	b
C. St. James.	10	a.m.	—	—	—	—	—	—

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation	$ 125	Div. of £1.10/- @ 1/8=$18 for half-year ending 30.6.1903	$632½
National Bank of China, Ld....	£ 8	3/1½=$1.96½ for 1902	$29 b.
Do. Founders...	£ 1	None	$10
MARINE INSURANCES.			
Union In. Society of C'ton, Ld.	$ 100	32 per cent=$32 per share for 1902	$492½ sa. & b.
China Traders' In. Co., Ld.	$ 25	16 %=$1 for year ended 30.4.1902	$61 s.
North China In. Co., Ld.	£ 25	Final of £1 making £2 for 1902	Tls. 216
Yangtsze In. Association, Ld.	$ 60	20 %=$12 for 1901	$135
Canton In. Office, Ld.	$ 50	28 %=$14 per share for 1901	$190 b.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ld.	$ 50	$22½ per share for 1901	$320
China Fire In. Co., Ld.	$ 20	$6 per share for 1901	$90 b.
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ld.	$ 15	$1½ for half-year ending 30.6.1903	$31½ b.
Indo-China S. N. Co., Ld.	£ 10	5 % = 10/- per share for 1902	$82
China & Manila S.S. Co., Ld.	$ 50	10 % = $5 per share for 1900	$18½ b.
Douglas Steamship Co., Ld.	$ 50	Div. of $3 for year ended 30.6.1903	$30 b.
"Star" Ferry Co., Ld.	$ 10 / $ 5	$1.20 / 60 cts. = 12% for year ending 30.4.03	$26 / $16
"Shell" Transport & Trading Co., Ld.	£ 1	3rd Interim of 6d. for 1902	£1
Taku Tug & Lighter Co., Ld.	Tls. 50	Interim of 2 % for 1903	Tls. 38
Shanghai Tug & Lighter Co., Limited	Tls. 50	Interim of 4 %=Tls. 2.00	Tls. 56
Do. Preference	Tls. 50	Interim of 3½ %=Tls. 1.75	Tls. 50
REFINERIES.			
China Sugar Refining Co., Ld.	$ 100	Fin. of $7 making $12 for 1901	$97½
Luzon Sugar Refining Co., Ld.	$ 100	$3 per share for 1897	$10
Perak Sugar Cultivation Co., Ld.	Tls. 50	Fin. of 7 % for year ending 30.9.02	Tls. 60
MINING.			
Punjom Mining Co., Ld.	$ 11	None	$1½
Société Française des Charbonnages du Tonkin	Fr. 250	Fin. of Frs. 30 making Fcs. 60 for 1902	$600 s.
Raub Australian Gold Mining Co., Ld.	£0.18.10.	No. 12 of 1/- per share 28.1.01	$8½ s.
Chinese Engineering & Mining Co., Ld.	£ 1	No. 1 of 1/6 per share 10.10.02	Tls. 6.50 sa.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ld.	$ 50	12 % = $ 6 for ½ year 30.6.03	$200 b.
S. C. Farnham, Boyd & Co., Ld.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 115
Hongkong & Kowloon Wharf & Godown Co., Ld.	$ 50	Interim of $2½ for 1903	$88 b.
New Amoy Dock Co., Ld.	$ 65	$2½ for 1902	$37½
Shanghai & Hongkew Wharf & Godown Co., Ld.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 225 sa.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ld.	$ 10	8 %=80 cents per share for 1902	$9½
Hongkong Land Investment & Agency Co., Ld.	$ 100	Interim of $6 for 1903	$154
K'loon Land & Building Co., Ld	$ 30	$2.30 per share for 1902	$35 sa.
West Point Building Co., Ld.	$ 50	Interim of $1½ for 1903	$52½ b.
Hongkong Hotel Co., Ld.	$ 50	$6 for first ½-year 1903	$149 s.
Oriente Hotel Co., Ld. (Manila)	$ 50	8 %=$4 for ½-year ending 31.12.1900	$58
Astor House Hotel Co., Ld.... (Shanghai)	$ 25	2½ % for year ending 30.6.03	$28½ sa.
Hotel des Colonies Co., Ld. (Shanghai)	Tls. 25	6 % for year ending 31.3.03	Tls. 15 sa.
Queen's Hotel (Wei-hai-wei)	Tls. 25	First year	Tls. 25
Humphreys Estate & Finance Co., Ld.	$ 10	9 per cent. for 1902	$11 s.
S'hai Land Investment Co., Ld.	Tls. 50	Interim of 6 % for 1903	Tls. 105 s.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$ 10	Final of 60 cents, making $1 for 1902/1903	$14½ b.
Ewo Cotton Spinning & Weaving Co., Ld.	Tls. 50	3 % for period ended 31.10.97	Tls. 32½ b.
International Cotton Manufacturing Co., Ld.	Tls. 100	Interim of 3 % on account of 1898	Tls. 35
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Interim div. of 4 % on acct. of 1898	Tls. 35 sa.
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	4 % for period ended 31.12.00	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ld.	$ 500	25 % for year ending 30.6.1900	$250 b.
Philippine Tobacco Trust Co., Ld.	$ 50	None	$15 b.
Shanghai-Sumatra Tobacco Co., Ld.	Tls. 20	Interim of Tls. 3 per share	Tls. 51 s.
MISCELLANEOUS.			
Green Island Cement Co., Ld.	$ 10	12 %=$1.20 per share for 1902	$22½ b.
China-Borneo Co., Ld.	$ 12	First year	$9½ s.
A. S. Watson & Co., Ld.	$ 10	Interim of 5 % for 1902	$14½ sa.
Watkins, Ld.	$ 10	$1 per share for 1902	$8 s.
Hongkong Electric Co., Ld.	$ 10	90 cents for year ending 30.4.1903	$12½
Hongkong Electric Co., Ld.	$ 5	45 cents for year ending 30.4.1903	$6½
Hongkong & China Gas Co., Ld	£ 10	10 % div. and 1 % bonus for 1901	$140 b.
Hongkong Rope Manufacturing Co., Ld.	$ 50	$10 for 1902	$145
Geo. Fenwick & Co., Ld.	$ 25	15 per cent=$3.75 for 1902	$47½
Hongkong Ice Co., Ld.	$ 25	Interim of $4 for 1903	$250 s.
Hongkong High-Level Tramways Co., Ld.	$ 100	$18 for year ending 31.11.1902	$320 s.
Dairy Farm Co., Ld.	$ 6	75 cents for year ending 31.7.1902	$12 b.
Hongkong & China Bakery Co., Ld.	$ 50	5 per cent.=$2½ for 1901	$40
Campbell, Moore & Co., Ld.	$ 10	Div. of $2½ for 1902	$40 s.
Bell's Asbestos Eastern Agency, Ld.	£0.12.6.		$5½ s.
United Asbestos Oriental Agency, Ld.	$ 4	90 cents	$9 sa. & b.
Do. Founders.	$ 10	$29.70 for years ending 31.5.03...	$200 b.
Hongkong Steam Water-boat Co., Ld.	$ 10	Interim of 6 %	$15½ b.
China Light & Power Co., Ld.	$ 20	None	$5 b.
Robinson-Piano Co., Ld.	$ 50	5 %=$2½ for half-year 1901	$50
Manila Investment Co., Ld...	$ 50	None	$5 b.
William Powell, Ld.	$ 10	$1 for year ended 30.6.1903	$8½ s.
Maatschappij tot Mijn-, Bosch- en Landbouw exploitatie, in Langkat, Limited.	Guilders 100	4th Interim Dividend of Tls. 7½ paid 15.9.1903	Tls. 267½ sa.
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	$ 50	First year	$50

Telegraphic Address—"Rialto." Telephone No. 148, P. O. Box No. 111.

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NOTE:—b.=buyers, s.=sellers, sa.=sales.

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	per case.	per doz.
AITKEN'S FALKIRK PALE ALE in casks of 8 doz. pints	$17.50	$2.25
JEFFREY'S EDINBURGH PALE ALE in cases of 7 doz. pints	17.50	2.50
JEFFREY'S EDINBURGH XXX STOUT in cases of 7 doz. pints	17.50	2.50
ALLSOPP'S LAGER BEER in cases of 6 doz. pints	19.00	3.25
ALLSOPP'S LAGER BEER in cases of 4 doz. quarts	19.00	4.75
KABUTO BEER in cases of 8 doz. pints	16.00	2.00
KABUTO BEER in cases of 4 doz. quarts	15.00	3.75

ALLSOPP'S DRAUGHT ALE. JEFFREY'S DRAUGHT ALE AND STOUT. AITKEN'S DRAUGHT ALE.

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October 9th.

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